MICROFILM

START OF ROLL

ROLL NO.

#78

Construction Contracts

S-154(2) East Unit, Eagle Rock-Post 1955
Sec. of the Paulina Sec. Hwy.
#4547

RECEIVED
JUN 17 1957

Mr. Williams

May 29, 1957

FINAL COST ANALYSIS

East Unit, Eagle Rock-Post Section
Contract No. 4547

Paulina Secondary Highway
Prefix: 107-1025-S-154(2)

Grading and Paving
Central Paving Company, Contractor
E. I. Scrivner, Resident Engineer

FOR FILING
S-154 (2)

NOTED
W. C. WILLIAMS

Item 4547	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%				$ 969.68	$ 1,500.00
Drainage Excavation, Unclassified	431.27	Cu. Yds.	$ 3.50	$ 0.96	418.01	1,509.45
Blade Grader	428.5	Hours	10.00	13.22	5,667.89	4,285.00
Power Shovel	420	Hours	12.50	12.19	5,120.56	5,250.00
Tractor and Dozer	377	Hours	12.50	11.29	4,256.38	4,712.50
Dump Trucks	1,468	Hours	5.00	6.93	10,185.99	7,340.00
Air Compressor	637	Hours	2.80	3.14	2,003.10	1,783.60
Jack Hammer	653	Hours	3.40	3.98	2,599.04	2,220.20
Explosives	3,700	Lbs.	0.62	0.629	2,328.81	2,294.00
12" Corr. Metal Pipe	58	Lin. Ft.	3.05	3.11	180.78	176.90
18" Corr. Metal Pipe	698	Lin. Ft.	3.90	3.87	2,704.15	2,722.20
24" Corr. Metal Pipe	72	Lin. Ft.	6.10	8.12	585.02	439.20
72" Corr. Metal Pipe	54	Lin. Ft.	35.55	28.07	1,515.80	1,919.70
Sdw. Culvert Pipe	501	Lin. Ft.	2.00	0.76	380.02	1,002.00
Coarse Cr. Mat'l in Base	20,219	Cu. Yds.	1.60	1.84	37,119.72	32,350.40
3/4"-0 Mat'l in Base	6,190	Cu. Yds.	2.00	1.83	11,320.73	12,380.00
Sprinkling	1,231.5	M/gal.	2.50	2.55	3,145.55	3,078.75
Prep. of Base	4.58	Miles	100.00	100.00	458.00	458.00
3/4"-0 Mat'l in Binder Course	531	Cu. Yds.	2.60	31.17	1,684.51	1,380.60
RC-3 Asph. in Binder Course	89.86	Tons	44.00	40.26	3,617.87	3,953.84
RS-2 Asphalt	44.29	Tons	44.00	39.84	1,764.94	1,948.76
Class "B" Asph. Conc.	8,922.825	Tons	5.75	4.99	44,536.85	51,306.24
Extra Asph. Conc. Approaches	5	Each	25.00	15.00	75.00	125.00

Contract No. 4547

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Agg. in Pavement Seal	232	Cu. Yds.	$ 4.00	$ 3.72	$ 864.80	$ 928.00
PA #2 RS-1 Asph. in Tack Coat	17.49	Tons	44.00	41.27	721.82	769.56
PA #3 Pur. Excess 3/4"-0 Rock	920	Cu. Yds.	1.50	1.15	1,058.00	1,380.00
Force Account (State's Share Flagging)						411.46
					$145,283.02	$147,625.36

Gross Revenue	$147,625.36
Total Cost	145,283.02
Net Profit	$ 2,342.34

Net Profit Equals 1.6% of Gross Revenue

DETAIL OF COST

Central Paving Company

Labor:

Labor	$ 26,800.82	
Labor Insurance	2,117.26	
		$ 28,918.08

Materials:

12" Corr. Metal Pipe	58	Lin. Ft.	At	$ 1.99		$ 115.42	
12" Corr. Metal Bands	7	Bands	"	1.99		13.93	
18" Corr. Metal Pipe	698	Lin. Ft.	"	2.80		1,954.40	
18" Corr. Metal Bands	28	Bands	"	2.80		78.40	
24" Corr. Metal Pipe	72	Lin. Ft.	"	4.33		311.76	
24" Corr. Metal Bands	5	Bands	"	4.33		21.76	
72" Corr. Metal Pipe	54	Lin. Ft.	"	22.60		1,220.40	
72" Corr. Metal Bands	4	Bands	"	45.20		180.80	
Crushed Material	34,997	Cu. Yds.	"	1.15		40,246.55	
85-100 Asphalt	570.92	Tons	"	30.70	Inc. Freight	17,527.43	
RC-3 Asphalt	89.86	Tons	"	33.85	Inc. Freight	3,041.76	
RS-2 Asphalt	44.29	Tons	"	33.30	Inc. Freight	1,474.85	
RS-1 Asphalt	17.49	Tons	"	33.30	Inc. Freight	582.42	
							$ 66,769.88

Equipment Rentals and Misc. Supplies:

Equipment Rentals (Owned)	$ 27,215.77	
Hired Equipment Fully Operated	8,908.75	
Gas, Oil, and Grease	8,185.53	
Small Tools and Misc. Supplies	563.80	
Freight and Cartage	921.96	
Bond	885.75	
Powder and Caps	925.00	
Home Office and General Overhead	1,988.50	
		$ 49,595.06

T O T A L C O S T $145,283.02

BREAKDOWN OF PAVING COST

	Quantity	Unit	Cost	Unit Cost
Move In and Set Up	8,922.825	Tons	$ 3,176.00	$0.36
Feed Plant	8,922.825	Tons	1,378.19	0.15
Heat and Mix	8,922.825	Tons	5,474.12	0.62
85-100 Asphalt (Inc. Freight)	8,922.825	Tons	17,527.43	1.96
Plant Aggregates	8,922.825	Tons	7,673.63	0.86
Haul to Road	8,922.825	Tons	4,358.08	0.49
Street Work and Traffic	8,922.825	Tons	4,949.40	0.55
	8,922.825	Tons	$44,536.85	$4.99

A 2,000-pound batch plant operated 94 hours for an average production of 94.9 tons per hour..

Remarks:

This was a "Federal Aid Secondary Project" calling for the construction of 4.58 miles of highway roadbed, construction of 4.58 miles of stone base and shoulders and the construction of 4.58 miles of asphaltic concrete pavement. The project was bid November 3, 1955; work started April 17, 1956 and the project was completed October 5, 1956. Final was received January 7, 1957.

Most of the hourly rate items show a loss due to standby time for which they did not receive pay. The contractor, having a low bid on truck hourly rates, then using 8-cubic yard trucks instead of 5-cubic yard trucks, suffered a large loss on this item.

A 4-crusher plant was moved into the State-controlled gravel deposit located approximately 0.43 mile southerly from the highway at Station 1306+50. This station is at the town of Post. Cemented gravel was encountered in parts of this pit.

On August 17, 1956 a 2,000-pound paving plant was moved in and set up adjacent to the stockpile at the gravel pit. Paving started September 6, 1956 and was completed September 19, 1956. Having good equipment with good production, the paving item shows a nice profit.

The contractor, having low bid prices, only realized a small profit from this project.

M. N. Juve
Chief Cost Analyst

By

K. T. Wechter

RECEIVED
MAR 13 1957
FOR FILING

S-154 (2)

4547

March 13, 1957

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Gentlemen:

In reference to your letter of March 12, our records show amounts due Central Paving Company to November 30, 1956, to be as follows:

	Contractor claims	Our records show
Contract 4759	$10,372.25	$10,738.24
Contract 4778	59,720.00	59,720.00
Contract 4547	4,428.76	4,428.76

Very truly yours

Oregon State Highway Commission

Secretary

rn

UNITED PACIFIC
Insurance Company
HOME OFFICE - TACOMA

PORTLAND OFFICE - 627 BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

March 12, 1957

Oregon State Highway Commission
Salem, Oregon

Re: CENTRAL PAVING COMPANY

Dear Sir:

The captioned contractor lists the following Accounts Receivable items on his November 30, 1956 financial statement due from the State Highway Commission.

Contract No. 4759	$10,372.25
Contract No. 4778	59,720.00
Contract No. 4547	4,428.76

We previously mailed you inquiries which you returned to us dated January 18, 1957 but you failed to acknowledge the above amounts. Please advise if these amounts are correct as of November 30, 1956 and if not, the correct amounts.

Very truly yours,

Emma M. Kemp

Emma M. Kemp
Bond Department

Ek

RECEIVED
MAR 13 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 29 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) January 24, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
S-154(2)	8 Final	Central Paving Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
869	H170985	$ 4,428.76	1/23/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

F Cole
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1956

Time Extensions: to Sept. 29, 1956

Completion Date: Sept. 29, 1956

Date Accepted: Nov. 8, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-28-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 28 1957

Ruth Rawlings

NOTED ON CARD

gl

RECEIVED
JAN 16 1957
FOR FILING

4547

January 16, 1957

CERTIFIED MAIL

Indemnity Insurance Company of North America
Seattle Service Office
821 Second Avenue
Seattle 4, Washington

Attention: Mr. H. R. Buck, Superintendent

Dear Sir:

State Highway Contract No. 4547 for work performed on the East Unit, Eagle Rock-Post Section of the Paulina Secondary Highway in Crook County was completed by the contractor, Central Paving Company, on September 29, 1956 and was formally accepted by the Highway Commission on November 8, 1956.

Final payment in the amount of $4,428.76 will be released to the contractor on or after January 26, 1956. The total contract amount is $147,625.36, of which amount $411.46 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Indemnity Insurance Company of N.A.
John Pfaff, Agent
148 "C" St.
Independence, Oregon

NOTED ON CARD

RECEIVED
JAN 15 1957
FOR FILING

S-154 (2)

4547

January 14, 1957

Indemnity Insurance Company of North American
821 Second Avenue
Seattle 4, Washington

Attention: Mr. E. R. Dusk

Gentlemen:

The final price on Contract No. 4547, your bond No. H 3091 executed to Central Paving Company for work on the Eagle Rock-Post Project has been determined at $147,625.36.

This is in reply to your letter of December 14 concerning the final contract price.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FTQ:er

Indemnity Insurance Company
of North America
Seattle Service Office
821 Second Avenue, Seattle 4, Washington
TELEPHONE NUMBER
SENECA 3360

December 14, 1956

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Re: Central Paving Company
Grading and Paving East Unit, Eagle Rock-Post
Contract No. 4547
Our Bond No. M 3091

Gentlemen:

Under date of December 12th you were so kind as to advise us of the present status of this particular contract. In your reply you stated that the total amount of completed contract has not yet been determined, even though the job has been accepted as of November 8, 1956. As the final contract price determines the premium to be charged, it would be appreciated if you would advise us the final contract price when it has been determined. We are suspensing our file on this for another month as we believe that this information will be available by that time.

Thank you for your anticipated assistance and for your convenience in replying, we are enclosing a self-addressed stamped envelope.

Very truly yours,

H. R. Buck, Superintendent
Bond, Burglary & Glass Dept.

HRB:jc

Enclosure

REFERRED TO
BY SECRETARY

1/8/57 final price is $147,625.36

RECEIVED
DEC 17 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 29 1956
FOR FILING

S-15411(2)

4547

November 28 1956

Central Paving Co.
Foot of "C" St.
Independence, Oregon

Gentlemen:

The State Highway Commission at its meeting held on November 8 had under discussion your request for an extension of time from August 31, 1956 to October 15, 1956 within which to complete your contract No. 4547, covering the East Unit, Eagle Rock-Post Section of the Paulina Secondary Highway in Crook County.

We are pleased to inform you that the State Highway Commission granted your request to and including September 29, 1956, the actual completion date of the contract. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaicyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Assistant Secretary

gl

cc: Dean Swift,
Division Engineer

Ernest L. Scrivner,
Resident Engineer

Tom Edwards,
Construction Engineer

RECEIVED
NOV 16 1956
FOR FILING

S-154(a)

4547

November 16, 1956

CERTIFIED MAIL

Indemnity Insurance Company of N. A.
Seattle Service Office
821 Second Avenue
Seattle 4, Washington

Attention: Mr. H. R. Buck, Supt.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Central Paving Company in connection with contract No. 4547, covering the East Unit, Eagle Rock-Post Section of the Paulina Secondary Highway in Crook County. This payment, in the amount of $1,796.65, will be released to the contractor on or after November 26, 1956. The retained percentage is $4,428.76.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Indemnity Insurance Company of N. A.
John Pfaff, Agent
148 "C" Street
Independence, Oregon

NOTED ON CARD

RECEIVED
OCT 24 1956
FOR FILING

2.154(2)

4547

October 24, 1956

Indemnity Insurance Company of N. A.
Seattle Service Office
821 Second Avenue
Seattle 4, Washington

Attention: Mr. H. R. Bank, Superintendent

Dear Sir:

It is the intention of the State Highway Commission to release to Central Paving Company a portion of the funds heretofore retained by the Commission on contract No. 4547, covering the East Unit, Eagle Rock-Post Section of the Paulina Secondary Highway in Crook County.

This payment in the amount of $63,884.04 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $4,373.19. The present payment will be released on or after November 3, 1956.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Indemnity Insurance Co. of N. A.
John Pfaff, Agent
148 "C" Street
Independence, Oregon

NOTED ON CARD

gl

RECEIVED
OCT 23 1956
FOR FILING

154(c)

4547

October 23, 1956

Indemnity Insurance Co. of
North America
Seattle Service Office
821 Second Avenue
Seattle 4, Washington

Attention: Mr. H. R. Buck
Superintendent

Gentlemen:

A Satisfaction of Claim from Steve Dunn Trucking has been received in this office, stating that the claim filed against Central Paving Company in the amount of $6,087.90 in connection with Contract No. 4547 has been satisfied in entirety.

We provide this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Central Paving Company
Foot of "Q" Street
Independence, Oregon

John Pfaff
146 "Q" Street
Independence, Oregon

NOTED ON CARD

RECEIVED
OCT 26 1956
FOR FILING

S-154 (2)

4547

October 23, 1956

Mr. Theodore B. Lachman
Attorney at Law
Suite 715 Equitable Building
Portland 5, Oregon

Dear Sir:

Thank you for the two Satisfaction of Claim forms received in our office on October 17, signed by Samuel S. Dunn, dba Steve Dunn Trucking. One of these claims pertains to Contract No. 4547, awarded to Central Paving Company & Caltime Crushing Co., in the amount of $2,033.97.

The other claim pertains to Contract No. 4547, awarded to Central Paving Company, in the amount of $6,087.90.

We will notify the contractor and the surety on each of the contracts that the claims have been paid.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

POSTED IN SAID

THEODORE D. LACHMAN
ATTORNEY AT LAW
SUITE 715 EQUITABLE BUILDING
PORTLAND 5, OREGON
CAPITOL 2-9973

October 16, 1956

Secretary of State
State Highway Department
Salem, Oregon

Re: Samuel S. (Steve) Dunn

Gentlemen:

Enclosed please find Satisfaction of claims in respect to contract no. 4647 , your file no. 3565, and contract no. 4547, your file no. 3566. It is requested that these Satisfactions be filed accordingly.

Very truly yours,

Theodore D. Lachman

THEODORE D. LACHMAN

TDLdp
enc

RECEIVED
OCT 17 1956
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
BY SECRETARY

SATISFACTION OF CLAIM

STATE OF OREGON)
) ss.
County of Multnomah)

I, Samuel S. (Steve) Dunn, dba Steve Dunn Trucking, do hereby certify that a certain Notice of Claim filed in the Office of the Secretary of State, State of Oregon, Salem, Oregon, on the 12th day of September, 1956, in favor of Samuel S. (Steve) Dunn, dba Steve Dunn Trucking, against the bond taken from Central Paving Company, principal, and Indemnity Insurance Company of North America, surety, in the sum of $6087.90, pursuant to contract no. 4547, your file no. 3566, is satisfied in entirety, and I do further hereby consent that the same be discharged of record.

Samuel S. Dunn

Samuel S. (Steve) Dunn, dba
Steve Dunn Trucking

Subscribed and sworn to before me this
9th day of October, 1956.

L. Adams Preston

Notary Public for Oregon
My commission expires: April 2, 1957

Form E-1—10M—10-55

OREGON STATE HIGHWAY DEPARTMENT

S-154(2)
4547

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 13, 19 56

Section East Unit, Eagle Rock-Post
Highway Paulina Secondary
Contractor Central Paving Co.
Date of contract November 5, 1955
Date work started April 17, 1956
Project authorization $162,771.75
Exclusive of Engineering $151,196.87

Kind of work Grading & Paving
Section prefix 107 - 1025
Contract number 4547
Date of completion September 29 August 31, 19 56
Estimated date of completion Sept. 29, 19 56
Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $147,625.39
Estimated per cent overrun or underrun . . . . . Overrun 0.03 %
Per cent of contract completed, based on total contract price . . . . . 100 %
Engineering authorization $11,574.88

Engineering cost to date $ 15,200, 131 %

Date project was completed Sept. 29, 19 56

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

------- FINAL REPORT ------

Two men worked on this project this week on the semi-final.

Noted
M. N. Juve

NOTED
L. E. Pavey

NOTED
Li H. Young

Signed Lionel E. Pavey

Address P. O. Box 182, Prineville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 89713

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.58	4.58			4.58
Miles partially completed					
Miles completed	4.58	4.58			4.58
Total estimated quantities (contract)	Equip. Rental	29,800 C Y ~~26,409 C Y~~			8923 Tons
Total quantities corrected to date	"	26,409 C Y			8923 Tons
Estimated quantities moved or placed to date	"	26,409 C Y			8923 Tons
Average daily quantities	2				
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers .....,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Cloudy		
Friday	Cloudy		
Saturday			

RECEIVED
OCT 10 1956
FOR FILING

S-154 (2)

45(1)

October 9, 1956

Request for extension of time
No. 7
November 8 and 9 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Central Paving Company for an extension of time on the East Unit, Eagle Rock-Post Section, Contract No. 4547, from August 31, 1956 to October 15, 1956.

Adverse weather in the early spring caused approximately two weeks' delay, and a change in the alignment caused an increase of quantities, which also delayed the project to a certain extent. Neither the State nor the traffic was inconvenienced by the overrun, and we suffered no additional engineering cost. The project was actually completed on September 29, 1956, and I recommend that the extension be granted, to and including that date, without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.
cc Mr. Tom Edwards

EAP:of hi

RECEIVED
OCT 9 1956
FOR FILING

S-154 (2)

4547

Mrs. Stenglumm
contact Central Pac. Co.
if there money being held up
acct of strike claim.
contact Post - Paulins

Atlantic 1-0940

before noon

Phone her

#4-5

6.0 - 1 = 0

10/9

Mrs. Stenglumm called to say she could not come down to sign papers as she had to go to work. Said she would call back later to make appointment.

RECEIVED
OCT 9 1956
FOR FILING

S-154(2)

4547

October 8, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 29, 1956, on Contract No. 4547, Unit, Eagle Rock-Post Section, in Crook County, in connection with Federal Aid Project No. S-154(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FMP:bb

cc: John Cottrell

RECEIVED
SEP 21 1956
FOR FILING
S-154 (2)
4547

September 20, 1956

North American Companies
4705 Exchange Building
Seattle 4, Washington

Attention: Mr. H. R. Buck, Superintendent
Bond, Burglary & Glass Dept.

Gentlemen:

Attached is a status report on Contract No. 4547 awarded to Central Paving Company. Although progress on this work was slow during the early stages, work has been speeded up greatly in the last month and it is expected that the contract will be completed by September 30, provided the weather is suitable. During the early part of the summer the contractor had several other projects underway and apparently was not able to prosecute this job as fast as it might have been.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

North America Companies

Seattle Service Office
1705 Exchange Building
Seattle 4, Washington

INSURANCE COMPANY OF NORTH AMERICA
INDEMNITY INSURANCE COMPANY OF NORTH AMERICA
PHILADELPHIA FIRE AND MARINE INSURANCE COMPANY

TELEPHONE NUMBER
SENECA 3360

September 1, 1954

Oregon State Highway Dept.
Salem, Oregon

Attention: Mr. H. L. Glaisyer

: General Paving Company
Performance Bond for Gra
[illegible]
Your Contract No.

Dear Mr. Glaisyer:

The latest information we have on the status of this contract is dated August [illegible], 1954 from you, in which time you indicated that $22,[illegible].21 had been paid to the contractor under estimate number 2, dated July 5, [illegible]. Since that time an extension of time has been granted General Paving. It would be appreciated if you would [illegible] a new status report in view on the form attached.

In as much as there has been slow progress, it appears, on this contract, it would be appreciated if you would advise as to the reason for the delay. Anything that you can give us in the way of information, would be greatly appreciated.

Thank you for your anticipated assistance. For your convenience in replying, we are enclosing a self-addressed, stamped envelope.

Very truly yours,

H R Buch

H. R. Buch, Superintendent
Bond, Surety & Glass Dept.

RECEIVED
SEP 10 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 17 1956
FOR FILING

S-154 (2)

4547

September 14, 1956

Mr. Theodore B. Lachman
Attorney at Law
Suite 715, Equitable Building
Portland 5, Oregon

Dear Sir:

As requested in your letter of September 10 to the Secretary of State and as authorized by the affidavits attached to your letter, we are enclosing a certified copy of Contract and Bond No. 4547, awarded to Central Paving Company for work on the East Unit, Eagle Rock-Post Section of the Pauling Secondary Highway in Crook County.

Enclosed also is a certified copy of Contract and Bond No. 4547, awarded to Central Paving Company and Calkins Crushing Company for work on the Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway in Klamath County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Encs.

THEODORE D. LACHMAN
ATTORNEY AT LAW
SUITE 715 EQUITABLE BUILDING
PORTLAND 4, OREGON

D. LACHMAN
EY AT LAW
UITABLE BUILDING
D 5, OREGON
OL 2-9973

, 10, 19[illegible]

Contract No. [illegible]
Contract No. [illegible]

[illegible], enclosed [illegible] will find an affi-
[illegible] this office represents the inter-
ding business as Steve Dunn Truck-
[illegible] in instance
[illegible], Independence, Oregon,
contractor and State contract no.
River-Hatfield Junction Section
, Klamath County, as a result
any became obligated to Mr. Dunn

r. Dunn, pursuant to the instance
Company held material's
contract no. 1[illegible]7, grading and
-Post Section of the Paulina
t of which the Central Paving
ter [illegible]07.90.

l, it is requested that upon
Dunn, a client of this office, b[illegible]
's no. 1[illegible]7 and 1[illegible]7, be cancel-
the cost of the surety bonds pre-

sistance in respect to this in-
. In this respect time is of the

Very truly yours,

THEODORE D. LACHMAN

TDL:dn
enc

SECURITY PROTECTION
MESSENGER SERVICE NOTICE
Deliver to [illegible]
Date 9-12-56
From [illegible]
Remarks

RECEIVED
SEP 11 1956
Department of Motor Vehicles
SALEM, OREGON

THEODORE D. LACHMAN
ATTORNEY AT LAW
SUITE 715 EQUITABLE BUILDING
PORTLAND 5, OREGON
CAPITOL 2-9873

September 10, 1956

Secretary of State
State Highway Department
Oregon State Highway Commission
Salem, Oregon

Re: State Contract No. 4547
State Contract No. 4647

Gentlemen:

Pursuant to ORS 279.520, enclosed you will find an affidavit setting forth the fact that this office represents the interests of Samuel S. (Steve) Dunn, doing business as Steve Dunn Trucking. Mr. Dunn is and was a sub-contractor who at the instance and request of the Central Paving Company, Independence, Oregon, hauled road materials as a sub-contractor under State contract no. 4647, grading and paving the Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway, Klamath County, as a result of which the Central Paving Company became obligated to Mr. Dunn in the sum of $2033.97.

In addition thereto, Mr. Dunn, pursuant to the instance and request of the Central Paving Company hauled road materials as a sub-contractor under State contract no. 4547, grading and paving the East Unit, Eagle Rock-Post Section of the Paulina Highway, Crook County, as a result of which the Central Paving Company became obligated to him for $607.90.

In respect to ORS 279.512, it is requested that upon receipt of the affidavit of Mr. Dunn, a client of this office, that a certified copy of these contracts nos. 4647 and 4547, be forwarded to this office together with the copy of the surety bonds thereunder.

Your cooperation and assistance in respect to this inquiry will be greatly appreciated. In this respect time is of the essence.

Very truly yours,

Theodore D. Lachman

THEODORE D. LACHMAN

TDL:do
enc

REFERRED TO
BY SECRETARY

THEODORE D. LACHMAN
ATTORNEY AT LAW
SUITE 715 EQUITABLE BUILDING
PORTLAND 5, OREGON
CAPITOL 2-9973

September 10, 1956

Secretary of State
State Highway Department
Oregon State Highway Commission
Salem, Oregon

Re: State Contract No. 4547
State Contract No. 4647

Gentlemen:

Pursuant to ORS 279.520, enclosed you will find an affidavit setting forth the fact that this office represents the interests of Samuel S. (Steve) Dunn, doing business as Steve Dunn Trucking. Mr. Dunn is and was a sub-contractor who at the instance and request of the Central Paving Company, Independence, Oregon, hauled road materials as a sub-contractor under State contract no. 4647, grading and paving the Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway, Klamath County, as a result of which the Central Paving Company became obligated to Mr. Dunn in the sum of $2033.97.

In addition thereto, Mr. Dunn, pursuant to the instance and request of the Central Paving Company hauled road materials as a sub-contractor under State contract no. 4547, grading and paving the East Unit, Eagle Rock-Post Section of the Paulina Highway, Crook County, as a result of which the Central Paving Company became obligated to him for $6087.90.

In respect to ORS 279.512, it is requested that upon receipt of the affidavit of Mr. Dunn, a client of this office, that a certified copy of these contracts nos. 4647 and 4547, be forwarded to this office together with the copy of the surety bonds thereunder.

Your cooperation and assistance in respect to this inquiry will be greatly appreciated. In this respect time is of the essence.

Very truly yours,

Theodore D. Lachman

THEODORE D. LACHMAN

TDL dp
enc

REFERRED TO
SECRETARY

A F F I D A V I T

STATE OF OREGON)
) ss.
County of Klamath)

I, Steve Dunn, doing business as Steve Dunn Trucking, P.O. Box 43, Corvallis, Oregon, being first duly sworn depose and say:

That I am a sub-contractor in the business of hauling road materials; that on or about the 1st day of July, 1956, I entered into a sub-contract agreement with the Central Paving Company, Independence, Oregon, for the purposes of hauling road materials as a sub-contractor under the State Contract no. 4547, grading and paving the east unit, Eagle Rock Post Section of the Paulina Highway, Crook County. That between the period from and including the 1st day of August, 1956, to and including the 18th day of August, 1956, I, as a sub-contractor hauled rock on said job no. 4547, as a result of which the Central Paving Company, as general contractor, became obligated to me pursuant to our contractual agreement in the sum of $6087.90. That I further swear that labor and materials for the performance of the work provided for in the contract between the Central Paving Company and myself as Steve Dunn Trucking have been supplied by my concern; that payment for the claim has not been made despite demand for the same. Herewith set out below is an itemized breakdown of the work and services performed pursuant to date, invoice number and amount together with the total thereunder.

Date	Invoice Number	Amount
August 1, 1956	5104	630.00
" 2	5105	297.50
" 3	5106	294.00
" 4	5107	400.40
" 6	5110	371.00
" 8	5112	392.00
" 9	5115	409.50
" 10	5118	430.50
" 14	5120	483.00
" 16	5121	1571.50
" 17	5122	469.00
" 18	5123	339.50
		6087.90

That pursuant to ORS 279.510; 279.512; 279.514 it is requested that a certified copy of the above mentioned contract and bond thereunder issued by the Indemnity Insurance Company of North America, John Pfaff, Resident Agent, 148 "C" Street, Independence, Oregon, be forwarded to my attorney, Theodore D. Lachman, Attorney at Law, 715 Equitable Building, Portland 4, Oregon.

Samuel S. (Steve) Dunn dba
Steve Dunn Trucking

THEODORE D. LACHMAN
ATTORNEY AT LAW
715 EQUITABLE BUILDING
PORTLAND 4, OREGON

Subscribed and sworn to before me this 17th day of September, 1956.

Robert E. Lee
Notary Public for Oregon
My commission expires: MY COMMISSION EXPIRES AUGUST 19, 1958

RECEIVED
SEP 14 1956
FOR FILING

S-154(2)
4547

files

Jewett

September 13, 1956

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Thank you for your letter of September 12 to which was attached copies of two claims filed with your office by Steve Durm Trucking against Central Paving Company.

One of these claims is in the amount of $2,033.97 against our Contract No. 4647, your file No. 3565.

The other claim is in the sum of $6,087.90 against our Contract No. 4547, your file No. 3566.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

COPY

EARL T. NEWBRY
Secretary of State
Salem, Oregon

Sept. 12, 1956

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have received from Theodore D. Lachman, Lawyer, Portland, and filed as of today the following notices of claims

Notice of claim by Steve Dunn Trucking in the sum of $2033.97 against the bond taken from Central Paving Company, principal, and United Pacific Insurance Company, surety, for grading and paving, Contract No. 4647, our file No. 3565.

Notice of claim by Steve Dunn Trucking in the sum of $6087.90 against the bond taken from Central Paving Company, principal, and Indemnity Insurance Company of North America, surety, for grading and paving, Contract No. 4547, our file No. 3566.

We have prepared and are enclosing three copies of each claim for your information and files. Kindly acknowledge receipt of same for our files.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By /s/ Geo. C. Stephens

Clerk
Records Division

RECEIVED
SEP 14 1956

FOR FILING
S-154(2)
4547

Twins A

September 13, 1956

Indemnity Insurance Company
of North American
621 Second Avenue
Seattle 4, Washington

Attention: Mr. H. R. Bunk
Superintendent

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by Steve Dunn Trucking against Central Paving Company in the amount of $6,087.90 for hauling rock on Contract No. 4547 on the East Unit, Eagle Rock-Post Section of the Paulina Secondary Highway in Crook County. This contract was awarded to Central Paving Company.

This information is furnished as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

Secretary

FAG:fp
Enc.

cc John Pfaff
148 "G" Street
Independence, Oregon

Central Paving Company
P. O. Box 98
Independence, Oregon

NOTED ON CARD

NOTICE OF CLAIM

STATE OF OREGON)
) ss.
County of Klamath)

"TO THE STATE OF OREGON". Notice is hereby given that the undersigned, Samuel S. Dunn, also known as Steve Dunn, doing business as Steve Dunn Trucking, has a claim as follows:

As and for labor, materials performed and/or furnished in the sum of $6087.90, for hauling rock pursuant to a sub-contract entered into between Steve Dunn Trucking and Central Paving Company in respect to contract no. 4547, grading and paving the East Unit, Eagle Rock-Post Section of the Paulina Highway, Crook County, Oregon, and as such makes claim in the sum of $6087.90 against the bond taken from the Central Paving Company, principal, and the Indemnity Insurance Company of North America, surety, John Pfaff, Resident Agent, 148 "C" Street, Independence, Oregon, for work and moving rock by Steve Dunn Trucking during the period including the 1st day of August, 1956, through the 18th day of August, 1956, as herewith set forth:

Date	Invoice Number	Amount
August 1, 1956	5104	630.00
" 2	5105	297.50
" 3	5106	294.00
" 4	5107	400.40
" 6	5110	371.00
" 8	5112	392.00
" 9	5115	409.50
" 10	5118	430.50
" 14	5120	483.00
" 16	5121	1571.50
" 17	5122	469.00
" 18	5123	339.50
		6087.90

Samuel S. (Steve) Dunn dba
Steve Dunn Trucking

Subscribed and sworn to before me
this 7th day of September, 1956

Robert E. Race
Notary Public for Oregon
My commission expires: MY COMMISSION EXPIRES AUGUST 18, 1958

File No. 3566

FILED
SEP 12 1956
EARL T. NEWBRY
SECRETARY OF STATE

SECRETARY OF STATE
RECEIVED
SEP 12 1956
EARL T. NEWBRY

RECEIVED
AUG 23 1956
FOR FILING

FORM E-20X—20M—11-55—60223

2-454 (2)

4541

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 23, 1956

SUBJECT: East Unit-Eagle Rock-Post
Paulina Secondary
Contract No. 4547

To:
Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

Reference is made to Laboratory Reports No. 398820 (dated August 17, 1956), 399018 (dated August 20, 1956), and 399100 (dated August 22, 1956), showing the following deviations from our specifications:

(a) Excess liquid limit (2%) 398820, (7%) 399018 and 399100.

(b) Excess plasticity index (1%) 398820, (3%) 399018.

(c) Deficiency of material retained on 3/4" screen (5.6%) 399100.

(d) Excess of material passing the ¼" screen (8.1%) 399100.

The production of the 1½"-0 crushed gravel has been very erratic and must be corrected before the material can be fully accepted.

Will you please instruct the resident engineer to have the contractor so adjust his plant and pit operations that suitable 1½"-0 aggregate will be produced. It is suggested that sand equivalent tests be run, along with plant screening tests. These will provide the resident engineer with information which can assist the contractor in making the necessary adjustments. It appears that scalping and crusher roll adjustment can improve the quality of the aggregate.

Also, will you please have the resident engineer so mark samples of improved aggregates sent to the laboratory that it is clear they represent corrected 1½"-0 aggregate.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

RECEIVED
2 9 1956
OFFICE OF
STATE HIGHWAY ENGINEER

LHY-WCH:jc

cc Forrest Cooper ✓
Ray Webber

RECEIVED
AUG 30 1956
FOR FILING

4547

August 29, 1956

Mr. Theodore Lockman
Attorney at Law
715 Equitable Building
Portland 4, Oregon

Dear Mr. Lockman:

Responding to your telephonic request of this date I enclose for your information excerpts from the Oregon Statutes relating to public contracts. I believe you will find this self-explanatory.

You mentioned that your client, Mr. Steve Dunn, Klamath Falls, has claims against State Highway Contract No. 4547, grading and paving the East Unit, Eagle Rock-Post Section of the Paulina Highway, Crook County, and Contract No. 4647, grading and paving the Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway, Klamath County, and you asked for pertinent information concerning these jobs.

Contract No. 4547 was awarded to Central Paving Company on November 3, 1955. The performance bond that was furnished by the contractor was written by the Indemnity Insurance Company of North America for whom John Pfaff is Resident Agent. His address is 148 "C" Street, Independence, Oregon. This job has not as yet been accepted by the State Highway Commission.

Contract No. 4647 was awarded to Central Paving Company and Calkins Crushing Company as a joint venture. The date of the award is March 9, 1956. The performance bond furnished in connection therewith was written by the United Pacific Insurance Company for whom Victor S. Risley Company is local agent with offices at 808 Board of Trade Building, Portland 4, Oregon. This contract also has not as yet been accepted by the State Highway Commission.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Theo. Lachman Atty

Theodore Lachman atty
715 Equitable
Port. 4

Port
Mail

Mailed copy of
excerpt from law
re filing of claims to
Mrs. Dunn on 8/27/56

gmc

RECEIVED
AUG 23 1956
FOR FILING

S-154 (2)

4547

Mailed copy of
excerpt from law
re filing of claims to
Mrs. Dunn on 8/27/56

jmc

RECEIVED
JUL 25 1956
FOR FILING

5-154(2)
#547

6612

July 24, 1956

Mr. Leonard Hagbery, Chairman
Paulina Farm Bureau
Paulina, Oregon

Dear Sir:

With reference to your letter of July 10, I wish to advise that we intend to prosecute the surfacing work on the East Unit, Eagle Rock-Post Section of the Paulina Secondary Highway, beginning immediately.

With the start of surfacing work over this unit, most of the troubles you have mentioned will be alleviated. I am sure you appreciate that some inconvenience will be encountered in building a highway of this type, but we will attempt to hold this to a minimum and will have proper equipment on the job to keep the road as smooth and dustless as possible.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

LHY:ep WCW:me

cc Mr. Forrest Cooper

FORM ESC—SOH—11-55—50284

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1956

SUBJECT: East Unit, Eagle Rock-Post
Pauline Secondary Hwy.

To:

Mr. W. C. Williams
Deputy State Highway Engineer

O f f i c e

W. C. WILLIAMS

I have checked with the Division office regarding the objection of Leonard Hagbery, Chairman of the Paulina Farm Bureau, to the rock and dust hazard through the subject-named section.

Surfacing work will start on this job today and there will be blades and water wagons available to keep the road in good shape. Attached is a suggested rough draft to Mr. Hagbery.

L. H. Young
Asst. Construction Engineer

LHY:ep

encl.

RECEIVED
JUL 24 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 820—SOM—11-53—20824

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
July 20, 1956

SUBJECT: East Unit, Eagle Rock-
Post Section, Paulina Sec. Hwy.

To: Mr. Forrest Cooper
Construction Engineer
State Highway Department
Salem, Oregon

Regarding the letter from Leonard Hagbery of the Paulina Farm Bureau protesting hazard of rock and dust on the East Unit, Eagle Rock-Post Section of the Paulina Secondary Highway.

As you probably know, this road has always been unsurfaced with resulting dust at all times. On my numerous trips through this construction, I have never found it in a condition very much different from its former normal condition. Surfacing work will start Monday, July 23rd, and there will be blades and water trucks on the job, which I am sure will alleviate hazards of rock and dust, if any.

DEAN SWIFT
Division Engineer

DS:mm
cc: Mr. W. C. Williams
Mr. W. R. Meritt

ASSIGNMENT

Date: July 17, 1956 No. 6612 By Irene

Description: Letter dated July 10, 1956, from Paulina Farm Bureau re complaint of rocks and dust on the Crooked River Highway caused by construction operations.

Acknowledged by_____ Referred to COOPER

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks: I first referred this to Stiffler thinking it was a maintenance matter. He says it is our construction job. Look into it.

PLEASE RETURN TO
W. C. WILLIAMS

Executed 7-24-56 Report Received_____

PLEASE RETURN TO
W. C. WILLIAMS

Paulina, Oregon

July 10, 1956

NOTED
W. C. WILLIAMS

Paulina community and, considering what
of the Crooked River Highway Construction
to have a water truck and a grader keep

Sincerely Yours,

Paulina Farm Bureau

Chairman
Leonard Hagberg

Secretary
Mrs Don Fearrin

RECEIVED
JUL 13 1956
OREGON
STATE HIGHWAY COMMISSION

PLEASE RETURN TO
W. C. WILLIAMS

REFERRED TO
Stiffler
BY DEPUTY STATE HIGHWAY ENGINEER

Paulina, Oregon

July 10, 1956

NOTED
W. C. WILLIAMS

State Highway Comission

Salem, Oregon

Dear Sirs:

In behalf of the people of the Paulina community and, considering what a terrible hazard the rocks and dust of the Crooked River Highway Construction cause; we would like to make a plea, to have a water truck and a grader keep the road passable.

Sincerely Yours,

Paulina Farm Bureau

Chairman
Leonard Hagbery

Secretary
Mrs. Don Fearrien

RECEIVED
JUL 13 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 25 1956
FOR FILING

C-1972
4547

June 20, 1956

Indemnity Insurance Company
of North America
821 Second Avenue
Seattle 4, Washington

Attention: Mr. H. R. Buck, Superintendent
Bond, Burglary & Glass Dept.

Gentlemen:

Reply is made to your letter of June 13, withdrawing your consent to the assignment of monies earned by Central Paving Company in connection with State Highway Contract No. 4547 to the Bank of California NA.

Since receiving your letter I have received a communication from the Bank of California NA, consenting to the revocation of the assignment and certifying that it had incurred no loss or damage by reason of its transactions with the Central Paving Company. A photocopy of the bank's letter is attached hereto, together with my acknowledgment, in which you will note that we are cancelling the assignment. Future payments to Central Paving Company in connection with this job will be made directly to the Contractor in conformity with the provisions of the contract.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:bim

cc: Central Paving Company
Independence, Oregon

C. H. Maison (2)
F. Cuery

REFERRED
BY SECRETARY

with in card

Estimate No. 1
for $11,771.20 has been paid
on this contract. The warrant
was assigned to the Bank
of Calif and was mailed to
the bank on May 25, 1956.
Work covered work done up to May 5, '56.
Another estimate is now being
prepared for work done up to
June 5, '56. I told the auditor
to hold it up until further
advised by me. H.B.G.

...rance Company

...Division

...e Office

...Seattle 4, Washington

June 13, 1956

...nt

State of Oregon
Salem, Oregon

Attention: H. B. Glaisyer

Re: Central Paving Company, Bond M-3091
Contract #4547

Gentlemen:

Your file on this contract will show that the Indemnity Insurance Company of North America consented to the assignment to the Bank of California, Portland, Oregon, of all moneys that are received by Central Paving Company, Independence, Oregon, for work performed under Oregon State Highway Contract #4547 described as grading and paving the East Unit of the Eagle Rock-Post Section of the Paulina Secondary Highway in Crook County, Oregon with the exception that the final retention be held in our favor.

It is our understanding that the Bank of California did not actually make a loan. We now wish to withdraw our consent for the assignment and ask that payments be made in the usual manner as called for in the contract. An acknowledgement of this letter and acceptance of our request would be appreciated. For your convenience in replying, we enclose a self-addressed stamped envelope.

Very truly yours,

H. R. Buck

H. R. Buck, Superintendent
Bond, Burglary & Glass Dept.

...GLAISYER

RECEIVED
JUN 14 1956
OREGON
STATE HIGHWAY COMMISSION

HRB/ho
cc: Bank of California
cc: Central Paving Co.

Photo copy to Bob May 6-18-56

Indemnity Insurance Company
of North America

TELEPHONE NUMBER
SENECA 3360

Seattle Service Office
821 Second Avenue, Seattle 4, Washington

June 13, 1956

Oregon State Highway Department
State of Oregon
Salem, Oregon

Attention: H. B. Glaisyer

Re: Central Paving Company, Bond M-3091
Contract #4547

Gentlemen:

Your file on this contract will show that the Indemnity Insurance Company of North America consented to the assignment to the Bank of California, Portland, Oregon, of all moneys that are received by Central Paving Company, Independence, Oregon, for work performed under Oregon State Highway Contract #4547 described as grading and paving the East Unit of the Eagle Rock-Post Section of the Paulina Secondary Highway in Crook County, Oregon with the exception that the final retention be held in our favor.

It is our understanding that the Bank of California did not actually make a loan. We now wish to withdraw our consent for the assignment and ask that payments be made in the usual manner as called for in the contract. An acknowledgement of this letter and acceptance of our request would be appreciated. For your convenience in replying, we enclose a self-addressed stamped envelope.

Very truly yours,

H. R. Buck

H. R. Buck, Superintendent
Bond, Burglary & Glass Dept.

HRB/ho
cc: Bank of California
cc: Central Paving Co.

Photo copy to Bob May 6-18-56

GLAISYER

RECEIVED
JUN 14 1956
OREGON
STATE HIGHWAY COMMISSION

June 13, 1956

The Bank of California
330 S. W. Sixth Avenue
Portland, Oregon

Attention: Mr. J. R. Ridehalgh

Re: Bond M-3091 - Central Paving Co.
Oregon State Highway Contract #4547

Dear Mr. Ridehalgh:

You will recall that we have had correspondence concerning our consent to the assignment of accounts receivable for this particular contract, this assignment being made to you.

It is our understanding that no loan was actually obtained. The negotiations that you have had with Central Paving Co. were for the purpose of establishing a line of credit in the event money was needed.

We wish to advise that it is our intention to withdraw our consent to this assignment and we are writing to the Oregon State Highway Department today, so stating.

Very truly yours,

H. R. Buck, Superintendent
Bond, Burglary & Glass Dept.

HRB/ho
cc: Central Paving Co.
cc: Oregon State Highway Commission

NOTED
R. B. GLAISYER

RECEIVED
JUN 25 1956
FOR FILING

Filing

June 20, 1956

Mr. Leonard E. Ranton
Assistant Manager
Bank of California NA
330 S. W. 6th Avenue
Portland 8, Oregon

Dear Mr. Ranton:

I wish to acknowledge receipt of and to thank you for your letter of June 19, 1956 concerning the assignment given you by the Central Paving Company of Independence of monies due that company under State Highway Contract No. 4547, for grading and paving the East Unit of the Eagle Rock-Post Section of the Paulina Secondary Highway in Crook County.

It is noted that the bank consents to the revocation of the assignment and certifies that no loss or damage has been incurred.

In view of your letter I have authorized our Chief Auditor to cancel the assignment in his records and to issue future vouchers and warrants concerning this job to Central Paving Company direct as though no assignment previously existed.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

cc:

HBG:bbm
cc: Indemnity Insurance Co. of North America
821 Second Avenue
Seattle 4, Washington

Attention Mr. H. R. Buck, Superintendent

Central Paving Co.
Independence, Oregon.

C. H. Maison (2)
F. Query

NOTED ON CARD
gf

...Secy's letters for the

The Bank of California

National Association

FOUNDED 1864

330 S.W. Sixth Avenue

Portland 5, Oregon

Cable Address
"BANKOFCALA" PORTLAND

Other offices
SAN FRANCISCO, CALIFORNIA
SEATTLE & TACOMA
WASHINGTON

June 19, 1956

Oregon State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Re: Central Paving Company contract #4547

Gentlemen:

This is to advise you that the arrangement between The Bank of California, N. A. and the Central Paving Company in connection with the extension of credit against the assignment of funds due Central Paving Company, Inc. under state highway contract #4547, has been cancelled, and the bank therefore, expressly concents to revocation of the assignment and certifies that no loss or damage has been incurred.

Yours very truly,

Leonard E. Fenton

Assistant Manager

LER pp

cc: Central Paving Company

approved by Bert Wing 6/20
Auditor (can probably) mail this
to central company and mail
warrants direct to Central Paving Co.
BHG

ACKNOWLEDGED
H. B. GLAISYER

NOTED ON CARD

RECEIVED
JUN 20 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 28 1956
FOR FILING

S-14-2
4547

May 23, 1956

Central Paving Company
P. O. Box 38
Independence, Oregon

Attention: Mr. Emerson B. Page
Secretary

Gentlemen:

This acknowledges your letter of May 22, 1956 transmitting the original and one copy, both signed, of your assignment to the Bank of California, N. A, Portland, Oregon, of all monies that are now due or which may hereafter become due you from the State of Oregon in connection with State Highway Contract No. 4547, grading and paving the East Unit of Eagle Rock-Post Section of the Paulina Secondary Highway, Crook County, except the final 3% retainage.

This appears to be in satisfactory form and will be honored by this department. Future payments to you will be made in conformity with the provisions of the assignment.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
cc: C. H Maison (2)
F. Query

NOTED ON CARD

Mr. Maison:

I attach hereto an executed copy of the assignment referred to above. I have a letter from the Indemnity Insurance Company of North America, surety on the bond furnished by Central Paving Company in connection with this job consenting to the assignment.

HBG

Mr. Query:

I attach hereto the original of the assignment referred to above; also two letters from the Indemnity Insurance Company of North America consenting thereto. The assignment and both letters should be inserted in Contract No. 4547 and the assignment should be noted on the card for this job. It would be well to make a photocopy of each of the surety's letters for the

GRADING & OILING
CRUSHED ROCK
GRAVEL
BLACK TOP
SAND

... CENTRAL PAVING COMPANY

PLANTS: SALEM • DALLAS • INDEPENDENCE • • • • • MAILING ADDRESS: P. O. BOX 38 INDEPENDENCE, OREGON

TELEPHONE:
SALEM: 3-5468
DALLAS: MAYFAIR 3-4141
INDEPENDENCE: 231

May 22, 1956

REFERRED, TO

Oregon State Highway Commission
Salem
Oregon

Att: H.B. Glaisyer

Gentlemen:

Enclosed are two copies of Assignment of Claim for our contract No. 4547.

This is forwarded to you for the necessary processing.

Very truly yours,

CENTRAL PAVING CO.

Emerson B. Page

Emerson B. Page
Secretary

EBP/dp

Encl: 2

May 11, 1956

Central Paving Company, Inc.
Foot of "C" Street
Independence, Oregon

Gentlemen:

On May 3, 1956 I sent you five copies of a form of assignment whereby you assigned to the Bank of California, N A, Portland, Oregon, all monies that are now due or which may hereafter become due you from the State of Oregon for performance of work under State Highway Contract No. 4547. In today's mail I received a letter from the Indemnity Insurance Company of North America, surety on the bond you furnished in connection with this job, advising that they consent to the assignment of all monies except the final 3% retainage.

In view of this information I think it would be in order to prepare a new form of assignment. This has been done, and I enclose five copies of the same for your use. Kindly have all copies signed by the President and Secretary of your corporation and affix the corporate seal thereto. The original and one copy should be returned to this office for further handling.

Please return or destroy the assignment forms sent you on May 3, 1956.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

May 11, 1956

Indemnity Insurance Company of North America
821 Second Avenue
Seattle 4, Washington

Attention: Mr. H. R. Buck, Superintendent
Bond, Burglary & Glass Dept.

Gentlemen:

Thanks a lot for your letter of May 8, 1956.

It is now clear that what you had in mind was your approval of all of the monies now due or which may hereafter become due Central Paving Company from the State of Oregon in connection with State Highway Contract No. 4547, except the final 3% retainage. Future payments in connection with this job will be made in accordance therewith.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Central Paving Company, Inc.
Foot of "C" Street
Independence, Oregon

C. H. Maison (2)

RECEIVED
MAY 28 1956
FOR FILING

TELEPHONE NUMBER
SENECA 3360
S-1547
4547

Fidelity Insurance Company
of North America
Seattle Service Office
Second Avenue, Seattle 4, Washington

May 8, 1956

Oregon State Highway Department
Salem, Oregon

Attn: Mr. H. B. Glaisyer

Re: Central Paving Company
Contract No. 4547
For Grading & Paving East Unit
Eagle Rock Post Contract
Our Bond No. M-3091

Dear Mr. Glaisyer:

This is in answer to your letter of May 7, 1956. Sorry that my letter to you of May 3 was not clear concerning the final retention to be held in our favor.

The last paragraph of your letter expresses our understanding of the retention, and the assumption made in your last paragraph is correct and is the understanding that we have concerning the retention. I trust that, with this explanation and confirmation, your file will be complete.

Very truly yours,

H. R. Buck

H. R. Buck, Superintendent
Bond, Burglary & Glass Dept.

HRB/aw

RECEIVED
MAY 10 1956
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

NOTED ON CARD

May 7, 1956

Indemnity Insurance Co. of North America
821 Second Avenue
Seattle 4, Washington

Attention: Mr. H. R. Buck, Superintendent
Bond, Burglary, & Glass Dept.

Gentlemen:

This will acknowledge your letter of May 3, 1956 in which you consent to the proposed assignment to the Bank of California, Portland, Oregon, of all monies that are receivable by the Central Paving Company, Independence, Oregon, for work performed under Oregon State Highway Contract No. 4547, described as "grading and paving the East Unit of the Eagle Rock-Post Section of the Paulina Secondary Highway in Crook County, Oregon," except that you ask that the final retainage be held in your favor.

We do not quite understand your intention with respect to the final retention and will appreciate clarification of that point.

As you know, it is standard procedure of this Department to withhold from the Contractor a certain portion of the amount earned by a contractor when each monthly payment is made to him. The retainage accumulates until a certain percentage has been held, and when the semi-final payment is made the retainage is reduced to three per cent of the total amount earned. We assume, inasmuch as you have mentioned the final retention, that you are consenting to the assignment of all monies earned by the contractor except the final three per cent retainage, and that is the procedure that we will follow unless advised by you to the contrary. I will appreciate a letter from you within the next few days clarifying this point. In the meantime, we will withhold from the contractor all payments due him in connection with this job.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
cc: Central Paving Co.
Independence, Oregon

C. H. Maison (2)

RECEIVED
MAY 28 1956
FOR FILING

S-154n1
TELEPHONE NUMBER
SENECA 3360
4547

Indemnity Insurance Company
of North America
Seattle Service Office
821 Second Avenue, Seattle 4, Washington

May 3, 1956

Oregon State Highway Commission
Salem, Oregon

Attention: H. R. Graisyer, Secretary

Re: Central Paving Company
Contract No. 4547
For Grading & Paving East Unit
Eagle Rock Post Contract
Our Bond No. M-3091

Dear Mr. Graisyer:

At the request of Central Paving Company, we are writing this letter to advise you that we are agreeable, as the surety company on this contract, to their assigning the accounts receivable of this contract to the Bank of California, Portland, Oregon. This assignment is made without prejudice, except we ask that the final retention be held in our favor.

I believe that with this letter you will be free to agree to the request for the assignment that will be forthcoming from Central Paving. Should there be any question in your mind or should you desire additional information from me as representative of the surety company, please advise.

Very truly yours,

Henry R. Buck

H. R. Buck, Superintendent
Bond, Burglary & Glass Dept.

HRB/aw
cc: Central Paving Company
Independence, Oregon

RECEIVED
MAY 4 1956
STATE ... COMMISSION

LETTER TO Buck
DATE 5-7-56

NOTED ON LOG

May 3, 1956

Central Paving Co., Inc.
Foot of "C" St.
Independence, Oregon

Attention: Mr. Page

Gentlemen:

Responding to your telephonic request of this date I have prepared and am handing you herewith five (5) copies of a form of assignment of monies that are presently due and which hereafter may become due you in connection with your grading and paving contract on the East Unit of the Eagle Rock-Post Section of the Paulina Secondary Highway in Crook County, State Highway Contract No. 4547.

It is requested that the President and Secretary of your company sign all copies of this assignment form and the seal of the corporation be affixed thereto. The original and one copy, both fully executed, should be returned to this office for further handling.

As stated to you over the phone, we will be glad to honor the assignment provided the Indemnity Insurance Company of North America, which appears as surety on the performance bond that you furnished in connection with this contract, consents to the assignment without prejudice to the bond. The Indemnity Insurance Company of North America should direct a letter to the State Highway Commission to that effect.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
Encl.

RECEIVED
APR 26 1956
FOR FILING

S-154(2)
4-41

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 25, 1956

SUBJECT: Eagle Rock-Post Section
Paulina Secondary Highway
Contract No. 4547

To:
Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

NOTED
W. C. WILLIAMS

By letter of April 23rd, you submitted Price Agreement No. 1 which contemplated the use on the job of 8-yard dump trucks. In connection with this, I wish to call your attention to Special Provisions, page 5, Type of Equipment to be Used, which states under Item 4, Dump trucks, minimum 4-yard capacity. Also, in this connection on page 7, under Item Payment, last paragraph, and I quote:

> "The prices bid for the above listed pay items shall be understood to be applicable to the equipment and/or the equipment combinations actually furnished by the contractor in conformance with the minimum requirements hereinbefore set forth under the heading "Type of Equipment to be Used". The furnishing and operating of equipment of heavier type, larger capacity or higher horsepower will not entitle the contractor to any extra compensation over his unit bid price."

It is thought that an agreement such as you propose is in direct conflict with the specifications. I call your attention to the fact that the bid opening of November 3rd, there were eleven contractors who bid on this job. The bids on this particular item ranged from $4.00 per hour to $8.00 per hour. Obviously, those who bid $8.00 per hour contemplated the use of larger size trucks than 4 cubic yards. If the Central Paving Company had bid this item at $9.00 per hour, as in the suggested price agreement they would not have been the low bidder. A reduction in the number of hours' use required for the trucks would also have applied to any of their competitors.

This price agreement is being returned herewith unapproved with a suggestion that Central Paving Company, if they do not wish to

furnish the larger size trucks at the bid price, make arrangements to rent trucks of a size that they consider suitable and which will meet our minimum specifications.

L. H. Young
Ass't. Construction Engineer

LHY:ef

Encl.

cc to: W. C. Williams
Raymon Asburry

RECEIVED
APR 25 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 24 1956
FOR FILING

S-1541(2)
4547

April 23, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 17, 1956 on Contract No. 4547, East Unit, Eagle Rock-Post Section, in Crook County, in connection with Federal Aid Project No. S-15l(2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

H. C. Williams
Deputy State Highway Engineer

HCW:bb

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CPRS-1927
State Oreg
County Crook
Project No. S-154(2)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 8th day of Feb., 19 56, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 18th day of October, 19 55, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 4.586 miles of grading, drainage, and 2-lane high type pavement
(Character of work)

between a junction with FAS 402 in Section 13, T. 16 S., R. 17 E., W.M., and a road junction at Paulina,
(Control points)

consisting of 4.586 miles of roadway and No (Number) bridges.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of ninety-eight thousand and 00/100 dollars ($ 98,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one hundred fifty-nine thousand, one hundred fifty-four and 60/100 dollars ($ 159,154.60).

RECEIVED

PAYMENTS

ARTICLE IV.- As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL

_____
Deputy State Highway Engineer

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer, Bureau of Public Roads

—33205

RECEIVED

Oregon State Highway Department

Federal Aid Project
No. S-154(2)

EAST UNIT, EAGLE ROCK-POST SECTION

OF THE PAULINA HIGHWAY IN CROOK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 22, 1955

Type Code 6201
Roadway (Sta. 1060+00 to 1303+00)(Contract No. 4547)

			$ 1,500.00
All Required	Clearing and Grubbing	$ 3.50	1,260.00
360 cu.yd.	Drainage Excavation, Unclassified	10.00	2,300.00
230 hours	Blade Grader	12.50	2,625.00
210 hours	Power Shovel	12.50	1,250.00
100 hours	Tractor and Dozer	5.00	11,000.00
2,200 hours	Dump Trucks	2.80	448.00
160 hours	Air Compressor	3.40	544.00
160 hours	Jack Hammer	0.62	1,550.00
2,500 lbs.	Explosives	3.05	183.00
60 lin.ft.	12-inch Corrugated Metal Pipe	3.90	2,535.00
650 lin.ft.	18-inch Corrugated Metal Pipe	6.10	549.00
90 lin.ft.	24-inch Corrugated Metal Pipe	35.55	2,133.00
60 lin.ft.	72-inch Corrugated Metal Pipe	2.00	240.00
120 lin.ft.	Salvaging Culvert Pipe	1.60	36,800.00
23,000 cu.yd.	Coarse Material in Base	2.00	13,600.00
6,800 cu.yd.	3/4" - 0 Material in Base	2.50	1,850.00
740 M-gal.	Sprinkling	100.00	458.00
4.58 miles	Preparation of Base	2.60	1,534.00
590 cu.yd.	3/4" - 0 Material in Binder Course	44.00	4,136.00
94 tons	EC-3 Asphalt in Binder Course	44.00	3,256.00
74 tons	RS-2 Asphalt	5.75	53,475.00
9,300 tons	Class "B" Asphaltic Concrete	25.00	200.00
8 only	Extra for Asphaltic Concrete Approaches	4.00	960.00
240 cu.yd.	Aggregate in Pavement Seal		
			$144,386.00
			300.00
All Required	Flagging (57½% Contractors Cost)		
			$144,686.00
		Subtotal	
		10% Engr. & Cont.	14,468.60
			$159,154.60
		Total	
	Length of Roadway	4.586 miles	
	Cost per mile	$34,704.44	
Federal Funds			$ 98,000.00
State Funds			61,154.60
			$159,154.60

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maint: Chap. 529, laws 1939.

RECEIVED
DEC 9 - 1955
FOR FILING

S-154(E)
4547

December 9, 1955

Central Paving Co.
Foot of "C" St.
Independence, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4547, which was awarded to you by the State Highway Commission, covering the East Unit, Eagle Rock-Post Section of the Paulina Secondary Highway in Crook County.

We are sending a copy of this contract to the Surety on your performance bond also.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
NOV 7. 1955
FOR FILING

S-154 (2)
4547

November 7, 1955

Central Paving Co.
Foot of "C" Street
Independence, Oregon

Gentlemen:

The State Highway Commission on November 3, 1955 awarded to you State Highway Contract No. 4547 for grading and paving East Unit, Eagle Rock-Post Section of the Paulina Secondary Highway in Crook County.

This award was based on your bid of $144,386 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

FEB 16 1955

S 1144 13

4297

February 15, 1955

Mr. Cecil Campbell, Chairman
Paulina Farm Bureau
Paulina, Oregon

Dear Sir:

In reply to your letter of February 11, advise that the Highway Commission is aware of certain deficiencies in the Paulina Secondary Highway. The Commission is taking every means at its disposal to correct these deficiencies as rapidly as funds will permit, and a very substantial allocation of funds has been made during the past two-year period for the betterment of this highway.

In 1954 the West Unit of the Eagle Rock-to-Post Section was widened, surfaced, and paved at a cost of approximately $165,000. In December of 1954 a contract was let for the paving of the Combs Flat Section between Prineville and Eagle Rock at an estimated cost of $300,000. The program for 1955 includes an additional allocation of $140,000 for improvement on the East Unit of the Eagle Rock-to-Post Section. Thus you will note that the Commission has allocated, during 1954 and 1955, a total of $605,000 in an effort to speed the improvement of the Paulina Secondary Highway.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

WCW:me lg

REFERRED TO
Williams
By State Highway Engineer
Please prepare answer

Paulina, Oregon
February 11, 1955

Mr. Baldock
State Highway Commission
Salem, Oregon

Dear Sir:

We would like to bring to your attention the hazards of the state highway from Prineville to Paulina. The traffic has increased from logging, lumber and stock hauling and we feel that this road should be improved as the numerous blind curves, narrow grades, narrow bridges and poor road surface at times make much of it impassable. We now have a high school bus running from above Post into Prineville and feel that it could go from Paulina if the road were given some more attention. We would like to see some improvements in the near future other than what is being done now.

May we hear from you on this matter soon?

Yours truly,

Paulina Farm Bureau
Chairman: Ceil Campbell
Secretary: Helen Schnabele

RECEIVED
FEB 14 1955
OFFICE OF
STATE HIGHWAY ENGINEER

BFI-78(24) Shady-Booth Ranch Unit, 1955
Shady-Canyonville Sec., Pacific
#4548 Hwy. [redacted]

RECEIVED
FOR FILING
W. C. WILLIAMS

June 12th, 1958

FINAL COST ANALYSIS

Shady-Booth Ranch Section — Paving — Pacific Highway
Contract #4548 — Central Heating Co. Oreg. Ltd., Contractor — Prefix 10-1017-201(41)
Jack Rowland, Resident Engineer

EFI-75(4)

4548

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Drainage Excav., Unclass.	19.51	Cu. Yd.	$3.00	$1.96	$ 38.17	$ 58.53
1 General " "	29,841.6	" "	0.55	0.55	16,412.88	16,412.88
1 Short Overhaul	149,663	Yd. Sta.	0.015	0.015	2,244.95	2,244.95
1 Long Overhaul	395.71	C-Yd. Sta.	0.35	0.35	138.50	138.50
Finishing R/B & Slopes	100%	All	100.00	100.00	100.00	100.00
36" Concrete Pipe, Extra Strength	18	Lin. Ft.	15.00	12.33	222.09	270.00
Concrete Islands	39.18	Cu. Yd.	40.00	24.41	956.45	1,567.20
1½" Electrical Conduit	122	Lin. Ft.	1.50	1.22	148.86	183.00
1 2 Coarse Crushed Material in Base	73,907	Cu. Yd.	1.30	1.30	96,079.10	96,079.10
1 2 3/4"-0 Crushed Material in Base	17,130	" "	1.55	1.55	26,551.50	26,551.50
2 Sprinkling	10,929.5	M/Gal.	1.75	1.75	19,126.63	19,126.63
Preparation of Base	6.83	Mile	300.00	188.02	1,284.22	2,049.00
3/4"-0 Material in Binder	1,694	Cu. Yd.	3.00	3.17	5,370.26	5,082.00
RC-3 Asphalt in Binder	241.07	Ton	42.50	35.68	8,602.38	10,245.48
Class "B" Asph. Conc.	36,952.885	"	4.90	5.407	199,836.64	181,069.14
RS-1 Asphalt	30.34	"	43.00	49.69	1,507.60	1,304.62
Asphaltic Concrete Markers	5,129.2	Lin. Ft.	0.75	0.49	2,527.25	3,846.90
PA #1, Drainage Excav., Unclass.	54.47	Cu. Yd.	5.00	4.92	269.81	272.35
PA #1, General Excav., Unclass.	7,017.7	" "	1.00	0.552	3,877.52	7,017.70
PA #1, 18" Concrete Culvert Pipe	219	Lin. Ft.	3.35	3.11	681.34	733.65
PA #1, Concrete Catch Basin	1	Each	100.00	106.54	106.54	100.00
PA #1, Concrete Curbs	10	Cu. Yd.	45.00	48.35	483.15	450.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #1, Coarse Crushed Material in Base	669	Cu. Yd.	$2.90	$1.86	$ 1,241.03	$ 1,940.10
PA #1, 3/4"-0 Material in Base and Shoulders	140	" "	3.15	2.12	297.08	441.00
PA #1, Class "B" Asphaltic Concrete	509.965	" "	8.00	5.407	2,757.83	4,079.72
PA #1, Asphaltic Concrete Traffic Markers	314.4	Lin. Ft.	1.50	0.49	154.92	471.60
PA #2, 18" Corr. Metal Pipe	208	" "	4.50	4.55	948.10	936.00
PA #3, Remove, Clean and Relay 18" Concrete Pipe	78	" "	2.00	1.65	128.37	156.00
PA #3, Pavement Removal	252	Sq. Yd.	1.25	1.12	283.53	315.00
PA #4, Drainage Excav.	157.88	Cu. Yd.	5.00	4.88	771.29	789.40
PA #4, 10" Corr. Metal Pipe	152	Lin. Ft.	2.50	2.24	341.52	380.00
PA #4, 18" " " "	70	" "	5.50	4.55	318.50	385.00
PA #4, 6" Perf. Drain Pipe, Uncoated	1,200	" "	2.50	2.37	2,849.61	3,000.00
PA #4, Backfill in Drains	121	Cu. Yd.	4.25	4.44	537.76	514.25
PA #4, Concrete Catch Basin	1	Each	125.00	106.54	106.54	125.00
PA #4, Metal Guard Rail	892.4	Lin. Ft.	3.25	2.80	2,498.25	2,900.30
1 PA #5, 3/4"-0 Base and Shoulder Material	3,217.2	Cu. Yd.	0.75	0.75	2,412.90	2,412.90
1 PA #5, 2"-0 Base Mat'l.	1,187.98	" "	0.75	0.75	890.99	890.99
1 PA #5, 3/4"-¼" A.C. Paving Aggregate	3,117.31	" "	0.75	0.75	2,337.98	2,337.98
2 PA #6, Haul Cr. Mat'l.	2,013.35	Yd. Mi.	0.145	0.145	291.94	291.94
PA #6, Haul A.C. Mix	1,081.38	Ton Mi.	0.075	0.075	81.10	81.10
2 PA #7, Extra Allowance for Sprinkling	8,529.50	M/Gal.	0.35	0.35	2,985.33	2,985.33
PA #8, Extra Allowance for Equipment Time	100%	All	1,000.00	1,000.00	1,000.00	1,000.00
2 PA #9, Extra Allowance for Labor	100%	All	174.36	174.36	174.36	174.36

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #10, Spec. Place of Shoulder Rock	100%	All	$913.22	$913.22	$ 913.22	$ 913.22
Force Account					149,601.12	165,628.28
					$560,489.11	$568,052.60

Gross Revenue	$568,052.60
Total Cost	560,489.11
Net Profit	$ 7,563.49

Net Profit Equals 1.3% of Gross Revenue

1 Work done all or in part by John Saxton.

2 Work done all or in part by R. A. Heintz Co.

1,2 Work done all or in part by John Saxton and R. A. Heintz Co.

Detail of Cost
Central Heating Co. Oreg. Ltd.

Labor:

Labor	$116,063.08	
Labor Insurance	9,252.53	
Health and Welfare	3,679.07	
		$128,994.68

Materials:

36" Concrete Pipe	18	Lin. Ft.	at $ 7.85	$ 141.30	
Concrete	51.18	Cu. Yd.	" 14.75	754.90	
1½" Electrical Conduit	122	Lin. Ft.	" 0.40	48.80	
RC-3 Asphalt	241.07	Ton	" 25.75	6,207.55	
Freight on RC-3 Asphalt	241.07	"	" 7.90	1,904.45	
RS-1 Asphalt	30.34	"	" 25.20	764.57	
Freight on RS-1 Asphalt	30.34	"	" 7.90	239.68	
85-100 Asphalt	2,135.38	"	" 22.50	48,046.05	
Freight on 85-100 Asphalt	2,135.38	"	" 7.90	16,869.50	
Heating Oil				7,576.06	
18" Concrete Pipe	219	Lin. Ft.	" 1.85	405.15	
Asphaltic Concrete Purchased	27.21	Ton	" 6.50	176.86	
Grates	2	Each	" 46.00	92.00	
Lumber				6.50	
18" Corr. Metal Pipe	278	Lin. Ft.	" 2.79	775.62	
18" " " Bands	15	Each	" 2.79	41.85	
10" " " Pipe	152	Lin. Ft.	" 1.93	293.36	
10" " " Bands	8	Each	" 1.93	15.44	
6" Perf. Metal Pipe	1,200	Lin. Ft.	" 0.83	996.00	
6" " " Bands	60	Each	" 1.02	61.20	
Guard Rail Including Posts and Fittings	892.4	Lin. Ft.	" 1.63	1,454.61	
Backfill Aggregate	121	Cu. Yd.	" 0.80	96.80	
					89,370.80

Equipment Rentals and Miscellaneous Expense:

Equipment Rent (Own)	$ 71,346.77	
Hired Equipment	17,919.07	
Gas, Oil and Grease	15,922.67	
Electric Power	2,963.95	
Bond	2,262.12	
P.L. and P.D. Insurance	1,450.80	
Small Tools	713.02	
Freight	1,551.60	
Home Office and General Overhead	5,583.30	
		119,513.30
Paid R. A. Heintz Co.	$ 66,191.96	
Paid John Saxton	156,418.37	
		222,610.33
T o t a l C o s t		$560,489.11

Breakdown of Paving Cost

	Quantity	Unit	Total	Unit Cost
Move In & Set Up	37,462.85	Ton	$ 10,879.78	$0.290
Feed Plant	"	"	6,674.83	0.178
Asphalt	"	"	64,915.55	1.732
Aggregate	"	"	26,376.98	0.704
Heat and Mix	"	"	45,962.20	1.227
Haul to Street	"	"	25,429.51	0.679
Street	"	"	22,355.62	0.597
	37,462.85	Ton	$202,594.47	$5.407

Total Plant Time	532.0 Hours
Down Time	46.5 "
Operating Time	485.5 Hours

Average Production per Hour Equals 37,462.85 ÷ 485.5 = 77.16 Tons per Hour

Remarks:

This was a "Federal Aid Bond Project" located on the Pacific Highway in Douglas County. The northerly end of the project was about 0.7 mile south of Shady and about 4 miles south of Roseburg. The southerly end of the project was about 0.04 mile south of the Booth Ranch Overcrossing. The overall length of the project was 7.07 miles.

The work to be done under the contract consisted of the construction of approximately 0.3 mile of highway roadbed and the obliterating of a detour road, the construction of 6.83 miles of stone base and shoulders and the construction of 6.83 miles of asphaltic concrete pavement.

The project was bid and awarded to the Central Heating Co., Oreg. Ltd. on November 3rd, 1955. The contractor began work on the project on February 13th, 1956 and completed all work on October 22nd, 1957. The final estimate was dated February 27th, 1958.

On February 13th, 1956 the contractor moved in and started removing the slides in the Roberts Mountain thorough cut. While working on the slide at Roberts Mountain he also removed a slide at Atation 3146 to 3153. To accomplish this work, which was done on Force Account, he used the following types of equipment: 5 cu. yd. trucks, 16 cu. yd. Euclid end dump trucks, a 1½ cu. yd. shovel, D-8 dozers, D-7 dozer, 3/4 cu. yd. dragline, 1½ cu. yd. Michigan loader, DW 21's (rented) and such other necessary equipment. This work was completed during the week ending September 22nd, 1956.

The subcontractor on the general excavation items and furnishing of aggregates for the project moved in his grading equipment and began drilling in the area of Station 3145 to 3154 during the week ending March 24th, 1956. For the excavating he used a cat mounted Joy drill, a 1½ cu. yd. shovel, two 16 cu. yd. Euclid end dump trucks, one 16 cu. yd. Dart truck and a D-8 Caterpillar tractor with a dozer blade. While drilling the area between Station 3145 and 3154, he excavated the area in the vicinity of Station 2817. The general excavation was completed during the week ending June 9th, 1956.

While the subcontractor on grading was doing the excavation work, he was setting up his 2-crusher crushing plant on Weigle bar located in the South Umpqua River approximately 1.13 miles southwesterly from where the Clark's Branch County Road crosses the highway at Station 3120. During the week ending June 16th, 1956 he began crushing base rock. He completed crushing the base rock on July 30th, 1956. He then revised his plant and began crushing 3/4"-0 base material and paving aggregate. He continued crushing until September 19th, 1956, at which time he shut down, not having room to stockpile the aggregate. He resumed operations during the following week and completed the crushing during the week ending November 1st, 1956.

During the week ending June 16th, 1956 the subcontractor on the hauling and placing the coarse crushed aggregate in base and the 3/4"-0 aggregate in base and shoulders, R. A. Heintz Construction Co., moved his equipment in and began improving the haul road. He completed this work and began hauling the base material on July 9th, 1956. In this work he used three 10 cu. yd. trucks, three 16 cu. yd. tractors, a #12 Caterpillar power grader, a 3-leg roller, a vibrating compactor and two 5,000-gallon water trucks. He completed the placing of the base during the week ending October 27th, 1956.

Remarks (Cont'd):

On August 6th, 1956 the principal contractor began moving in and setting up his 5,000# asphaltic concrete batching plant. He began paving on September 13th, 1956. In this work he used a D-8 cat with dozer to feed the plant, a varying number of trucks, 5 to 16 as needed, to haul, a Barber-Green paver to lay the mixture, a 3-leg roller and a 2-wheel tandem roller for compacting. He paved until November 3rd, 1956, at which time weather conditions precluded this type of operation.

During the period between November 3rd, 1956 and December 20th, 1956, at which time the project was closed down for the winter, the contractor excavated slides, installed fence and did other incidental work.

About April 15th, 1957 the contractor began readying his mixing plant for operation. He began paving, using the same equipment as before, on April 29th, 1957 and completed the paving on June 6th, 1957.

Production for this work was very low due to very wet aggregate, inefficient plant operation and the contractor not being able to coordinate his operation with his subcontractor and another contractor through whose operation he had to haul. The paving item shows a large loss.

On June 4th, 1957 the contractor began placing and processing the shoulder rock. This work was completed on June 14th, 1957. While this work was being done, the State negotiated for extra work which the contractor completed on October 22nd, 1957.

Although the contractor had good bid prices and good equipment, inefficient operation of the plant and poor coordination between contractors during the paving of the project resulted in only a small profit.

M. N. Juve
Chief Cost Analyst

By . . F. W. Sugnet

RECEIVED
APR 14 1958
FOR FILING

DF 78(24)
4548

April 11, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover three copies of final voucher No. RFI-78(24), Shady-Heath Ranch Section, in the amount of $413,191.00.

In accordance with C.A.M. 339 this is a first submission final for your audit of our records and not for the purpose of requesting payment.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

JWN:ia

RECEIVED
MAR 20 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)

March 20, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
EFI-1(-7)			
4548 (VOUCHER NO.)	17 Final (WARRANT NO.)	The Central Heating Co., Oreg. Ltd. (AMOUNT)	(DATE)
5396	H206976	$ 25,192.75	3/20/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G R Winchcomb
ACCOUNTING DIVISION

Specified completion date: Oct. 31, 1956

Time Extensions: Oct. 22, 1957

Completion Date: Oct. 22, 1957

Date Accepted: Feb. 27, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Mar. 20, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 21 1958

NOTED ON CARD
em

RECEIVED
MAR 11 1958
FOR FILING

SFI 11-11

45-12

Mar. 10, 1958

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4548, for paving on the Shady Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County was completed by the contractor, The Central Heating Co., Oreg. Ltd., on Oct. 22, 1957, and was formally accepted by the Highway Commission on Feb. 27, 1958.

Final payment in the amount of $25,192.75 will be released to the contractor on or after Mar. 20, 1958. The total contract amount is $568,052.60, of which amount $165,628.28 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
MAR 4 - 1958
FOR FILING

PET 2K(14)

4548

Mar. 4, 1958

The Central Heating Co., Oreg. Ltd.
865 Olive St.
Eugene, Oregon

Gentlemen:

The State Highway Commission at its meeting held on Feb. 27, 1958, had under discussion your request for an extension of time from Oct. 11, 1956, to Nov. 15, 1957, within which to complete contract No. 4548, for paving on the Shady Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County.

The Highway Commission granted an extension of time to Oct. 22, 1957, the actual completion date of the project. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Tom Edwards
F. D. Morgan
Gordon Spaulding

NOTED ON CARD
em

RECEIVED
FEB 13 1958
FOR FILING

February 17, 1958

Oregon State Highway Commission

Request for extension of time
No. 3
February 27-28 meeting

Gentlemen:

Herewith is a request from Central Heating Company for an extension of time on the Shady-South Ranch Unit, Contract No. 4546, from October 31, 1956 to November 15, 1957.

Numerous slides in the Waterfall Mountain area seriously delayed the paving of this section; in fact, it was necessary to award a separate contract for slide removal before the contract could be completed and opened to traffic. The contractor actually completed this project on October 22, 1957.

Due to the slides which I mentioned above, I am recommending that the extension be granted without penalty. Mr. C. O. Falk of the Bureau of Public Roads concurs in this recommendation.

This is not a liquidated damages contract.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:dmh fn

RECEIVED
FEB 7 - 1958
FOR FILING

4548

February 6, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Shady-Booth Ranch Contract, No. 4548, Oregon HFI-78 (24) from October 31, 1956 to October 22, 1957, to Central Heating Company, contractor.

Numerous slides in the Roberts Mountain area seriously delayed the paving of this section; in fact, it was necessary to award a separate contract for slide removal before the project could be completed and opened to traffic. Due to the slides, which were beyond the contractor's control, I am recommending that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

(Construction) fn

FORM S-[illegible] 20M REVISED 8-56

RECEIVED
DEC 11 1957
FOR FILING

COMMISSIONERS
BEN B. CHANDLER, CHAIRMAN
Coos Bay
[illegible]
La Grande
M. K. McIVER, Member
Portland
H. B. GLAISYER
Secretary

BFI-78(24)

45 48

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
State Highway Engineer
FORREST COOPER
Deputy State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

December 4th, 1957

Mr. Glenn A. Byrnes
The Central Heating Co.
102 High Street
Eugene, Oregon

Dear Mr. Byrnes:

Reply is made to your letter of December 2nd concerning claims submitted by the Central Heating Co., subcontractors on Contract #4548.

Please be advised that a tentative meeting date in my office is being established at 10:30 A.M., Tuesday, January 7th. This can be revised if it does not suit your convenience. Please advise me.

Very truly yours,

Tom Edwards
Construction Engineer

TE:AP

cc to: Forrest Cooper
F. D. Morgan

NOTED
FORREST COOPER

RECEIVED
DEC 5 1957
OFFICE OF
STATE HIGHWAY ENGINEER

SKILL
RESPONSIBILITY
INTEGRITY
THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA

The Central Heating Co.

A LIMITED PARTNERSHIP

PHONE DI 4-3281
102 HIGH STREET
EUGENE, OREGON

December 2, 1957

Oregon State Highway Dept.
Salem, Oregon

Att: Mr. Forrest Cooper
Re: Shady-Beath Ranch Sec.
Contract #4548

Dear Mr. Cooper:

We acknowledge receipt of your letter of November 14 regarding claims submitted by The Central Heating Co. and its sub-contractors on Contract #4548.

We have conferred with our sub-contractors and should like to submit additional facts to substantiate our claims. We would appreciate your setting a hearing for us sometime early in January, 1958 to discuss these matters.

Very truly yours,

The Central Heating Co.

Glenn A. Byrnes

Original referred to Mr. Edwards "Please acknowledge and make arrangements - keep me posted." R. F. Cooper

RECEIVED
DEC 1 1957
FOR FILING
RETURNED
4541

December 3, 1957

Mr. John M. Brown
Executive Vice President
Douglas County State Bank
Jackson At Cass
Roseburg, Oregon

Dear Mr. Brown:

I have your letter of November 30, 1957 concerning an assignment given by Mr. John Saxton, sub contractor under the Central Heating Company Oregon Ltd., in connection with State Highway Contract No. 4548, awarded to the Central Heating Company, for paving the Shady-Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway, Douglas County.

The State Highway Department has no knowledge of the assignment to which you refer as we do not recognise sub contractors in connection with our work. The prime contractor is held responsible for the satisfactory completion of the project and the payment of claims that arise out of it. You inquire whether or not any retentions under this contract had been disbursed, and, if not, when you may anticipate their payment. It just so happens that a portion of the retained percentage in connection with this job will be released to the Central Heating Company, the prime contractor, on or after December 12, 1957. Final payment will not be affected until the field notes for the job have been received in this office and thoroughly checked; moreover, such payment cannot be made until the State Highway Commission has formally accepted the job. I have no idea at the present time when the matter will be considered by the Commission. We have no record of any claims against the job and have no reason to withhold paymentsto the prime contractor as they become due.

It may be that your assignment should be referred to the Central Heating Company rather than the State Highway Commission as we make no payments direct to sub contractors. It may also be that the Central Heating Company has in mind to pay Mr. Saxton a portion of the payment referred to above which will be released on or after December 12, 1957.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

JOHN M. BROWN
Executive Vice-President

Douglas County State Bank

JACKSON AT CASS • ROSEBURG, OREGON

November 30, 1957

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

Mr. John Saxton was a sub-contractor to the Central Heating Company of Oregon on State Highway Contract No. 4548. We hold an assignment, thru them, of his retentions, which are reported to total $13,913.76, as collateral security to a loan of $12,000.00. I would appreciate your advising me, if possible, whether or not any of the retentions under this contract have been disbursed, and if not when we may anticipate their payment.

Very truly yours,

John M. Brown
Executive Vice President

JMB:eb

ANSWERED
H. B. GLAISYER

RECEIVED
DEC 2 1957
OREGON
STATE HIGHWAY COMMISSION

HOME OWNED - HOME OPERATED

NOTED ON CARD

RECEIVED
DEC 2 1957
FOR FILING

BFT 78 (11)

4548

Dec. 2, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

It is the intention of the State Highway Commission to release to The Central Heating Co., Oreg. Ltd., a portion of the funds heretofore retained by the Commission on Contract No. 4548, for paving on the Shady Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County.

This payment, in the amount of $19,613.26, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $16,789.48. The present payment will be released on or after Dec. 12, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

cm

Form E-1—1084—7-57

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

BFI 71 (24)
-548

Section Shady-Booth Ranch Unit
Shady-Canyonville Section

Highway Pacific County Douglas

Contractor The Central Heating Co., Oreg. Ltd.

Date of contract November 3, 1955

Date work started February 13, 1956

Project authorization . . . . . $ 571,477.25
Exclusive of engineering . . . . $ 538,021.09

For Week Ending November 30, 1957, 19

Kind of work Paving

Section prefix 10-1017

Contract number 4548

Completion Date October 31, 1956

Work days used

Per cent of time elapsed 197.8 to Comp. Date %

[redacted] cost of completed project, exclusive of engineering . . . . . $ 536,406.85

Estimated per cent overrun or [redacted] . . . . . 2.07 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . $ 33,456.16

Engineering cost to date $ 46,881.81, 140.1 %

Date project was completed October 22, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

On Monday of this week, the Semi-Final was submitted for this project.

CONSTRUCTION DIVISION
RECEIVED
DEC 2 1957
NOTED-- CE ACE ACE COE

Noted
M. N. Juve

Signed Arthur R. Hagedorn

Address John R. Hagedorn, Res. Engr.
P. O. Box 551, Roseburg

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 5144

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.3	7.07			7.07
Miles partially completed					
Miles completed	0.3	7.07			7.07
Total estimated quantities (contract)	30,000	97,600			39,000
Total quantities corrected to date	30,000	91,000			37,000
Estimated quantities moved or placed to date	30,000	91,000			37,000
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	Partly Cloudy		
Wednesday	Partly Cloudy		
Thursday	Partly Cloudy		
Friday	Partly Cloudy		
Saturday			

RECEIVED
NOV 14 1957
FOR FILING

November 14, 1957

Mr. Glenn A. Byrnes
Central Heating Company, Oreg. Ltd.
102 High Street
Eugene, Oregon

Dear Mr. Byrnes:

Re: Shady-Booth Ranch Section
Pacific Highway
Contract No. 4548

Reference is made to claims by your Company and the Heintz Construction Company, your subcontractor, on the above captioned job. The claims presented to the Division Office have been referred to this office for review and settlement. The claims, as analyzed by this office, fall into three classes as follows:

1. Flagging at the railroad crossing of the haul road from the Weigel materials source.

2. Claims having their origin in the fact that this job was not completed in the 1956 construction season.

3. An alleged loss resulting from an overrun in sprinkling quantities.

These claims will be dealt with in that order:

1. The crossing of the railroad by the haul road from the Weigel Bar is a public crossing. The railroad did not require flagging, nor were you instructed at any time to provide a flagman at this crossing. You apparently thought this was necessary, and it is presumed that the cost of such flagging must have been anticipated and covered in one of the various bid items. I call your attention to the fact that the special provisions in this contract under Flagmen and State Participation in Flagmen Cost relate to the providing of flagmen for the safety and convenience of the traveling public. Such is not true in the instant case; therefore, your claim in this matter must be rejected.

2. A careful and detailed analysis has been made of the component parts of the work making up this project and their various interrelationships as regards the time element. This study indicates that if the various component parts were conducted expeditiously it would have permitted you to complete the project in 1956. Therefore, all claims having their origin in delays beyond the specified completion date are not considered valid. All of the slides and other trouble which occurred following this completion date would have been our responsibility and would not have involved you in any way. I wish to call your attention to the fact that in order to expedite this job and try to insure its completion in 1956 we purchased an additional property at the gravel bar selected in order to provide a set-up site not subject to overflow by the flood waters of the Umpqua River. This site cost several thousand dollars and was purchased so as to expedite the job and was not shown in the contract or on the bidding plans.

3. In regard to your claim for overrun on the sprinkling item, it must be assumed that the item was bid contemplating a profit on each unit of sprinkling work done. It is, therefore, hard to conceive how an overrun on this item could have resulted in a loss to you. In connection with this, I refer you to Section 1.9.5 of the standard specifications, the second paragraph of which reads in part: "Unless such alterations and increases or decreases materially change the character of the work to be performed or the cost thereof, the altered work shall be paid for at the same unit prices as other parts of the work." I do not believe that the character of the work as noted above would be altered in any way by the increase or decrease of quantity; therefore, the claim on this item must be rejected.

In view of the above stated facts, we cannot allow the claims as submitted to the Division Office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

LHY:jc mc

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. F. D. Morgan

FORM E30—50M—8-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 8, 1957

SUBJECT: Shady-Booth Ranch Section
Pacific Highway
Contract 4548

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

The Central Heating Company, that did the paving job on the subject named section, has filed some claims with the Division Office. Attached hereto are copies of the claims and I am also forwarding herewith a suggested rough draft of a letter answering and rejecting the claims. Most of the claims are based on the fact that the job ran into the second construction season.

We have made a very careful time study of this job and it is our opinion that the job could have been finished within the specified time limit. I am forwarding herewith a chart which shows the various activities on this job and their locations. This chart certainly supports our contention that the job could have been finished in the fall of 1956.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

RECEIVED
NOV 8 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20X—37,500—2-57—1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Nov. 7, 1957

SUBJECT: Progress Chart
Shady-Booth Ranch Section

To: Tom Edwards
Construction Engineer
Salem, Oregon

I submit herewith a colored print of the progress chart which this office worked up to show the conflict between various items of work while the Shady-Booth Ranch paving project was under way. Contractor for this project was the Central Heating Company of Eugene.

This chart served as the basis for making our decision to reject claims from the Central Heating Construction Company for additional charges for work performed in 1957. It was our contention that had the construction been completed by October 31, 1956, the specified completion date of contract, that these additional charges would never have occurred. We used this chart to substantiate our belief that the said contract could have been completed on the specified completion date. This copy is forwarded to serve as part of your record to accompany Mr. L. H. Young's letter to the Central Heating Company wherein the State Highway Department rejected the aforesaid claim.

F. D. Morgan
Division Engineer

dls
encl.

CONSTRUCTION DIVISION
RECEIVED
NOV 8 1957
NOTED--

SHADY - BOOTH RANCH UNIT

PROGRESS GRAPH

Scale: 1" Horizontal = 1 Month

1" Vertical = 50 Stations

J.A. Rowland, Resident Engineer. October 1957

...2" Line Sta. 0+00 - 61+85 Base & Top

...mit by Funderburk

SHADY - BOOTH RANCH UNIT
PROGRESS GRAPH

Scale: 1" Horizontal = 1 Month
1" Vertical = 30 Stations

J.A. Rowland, Resident Engineer. October 1957

"C" Line Sta. 0+00 - 61+85 Base & Top

ummit by Funderburk

ace Sight Posts

Aug Sept Oct

t Engineer → ← J.R. Hagedorn, Resident Engineer

SHAD
PR

Scale:

J.A. Rowland

Top

4" C. Base Parking 1½" Leveling
Top Bituminous Surface

Funderburk

3/4" O. Shoulder Rock

Top

Top

Top

Note: Paved this Plus "C" Line Sta. 0+00-6+85 Bas
Paving held upon the Summit by Funderburk

Shoulder Rock

Slide Stabilization
Funderburk Const Company

Control Heating

Remove & replace Sight Posts

Small Slides & Clean up Ditches

Feb March April May June July Aug Sept Oct

ent Engineer → ← J.A Rowland, Resident Engineer →

A.C. Patching (Typ.

Typ

Typ

A.C. Base Patching, 1½" Leveling Course & Top Through Shoulder 3 mos.

Funderburk

Typ

Typ

34'-0" Shoulder

SHAD

PR

Scale:

J.A. Rowland

Top

Note: Paved this Plus "C" Line Sta. 0+00 - 6+85 Base

Paving held upon the Summit by Funderburk

Shoulder Rock

Spec. Date of Completion

Oct 31

December 1956

January 1957

Top

Funderburk

Top

Top

Slide Stabilization ?

Funderburk Const Company

Central Heating

Small Slides & Clean up Ditches

Slides

Heating

Others & Burnett Prop

Upgrade

Grading "C" Line

Sept Oct Nov Dec 1957 Feb March April May

G. L. Decker, Resident Engineer

J.A Row

Saxton Grade Road End

← No border shot on this section

Soil Sum - Rain

ct 31 Spec. Date of Completion

December 1956

January 1957

Slide Stabilization ?

Funderburk Const. Company

Top

Note

Penny

Top

Top

Top

Top

Top

Top

A.C. Patching & Top

A.C. Base Patching 1½" Leveling Course & Top through Summit Area

¾"-0 Shoulder Rock

Saxton

Saxton Slide
Grading Set up
Crushers at Bot

Central Heating Co

Central Heating H.B.

2'-0 Base

2'-0 Base

2'-0 Base

Harbert Brothers

Central Heating

Saxton

Saxton Grading

2'-0 Base

Base

Top

Oct 31 Spec. Date of Comple

John Saxton Crushing Plant

Moved in Plant

Saxton started Crushing Aggregate June 1st

R/W to Gravel Bar Settled June 18th

Remove Slide Material Summit & haul to waste area Sta 2982+00

Harbert Brothers H.B. Slides

Central Heating Harbert Brothers Central Heating Others & Burnett P

Saxton

Saxton Subgrade Grading

Saxton

Feb March April May June July Aug Sept Oct

C. T. Keasey, Resident Engineer

Saxton

Saxton Slide
Grading Set up
Equipment at Bar

Central Heating Co

Central Heating

H.B.

Remove Slide
Recycle
Waste area
Sta 3+23 to 3+27

Saxton Grade Road
Bed

No Bumper shoal on
this section

Base

2'-0 Base

Harbert Brothers

Central Heating

Saxton Grading

John Saxton Crushing Plant

Moved in Plant

Spec. Date of Completion

3150

sher & A.C. Plant Site = 0+00 to 41+00

oadbed

Clark's Branch Interchange

3100

3050

3000

Stations

2950

2900

2850

2800

Central Heating Co

Central Heating

John Saxton → Crusher

Cent Heating → Paving 2750

Cent Heating → Binder

Heintz Const Co → Base & Shoulder

Funderburk

Harbert Brothers

Slide Rem Force

Grading

Rem

Central Heating

Saxton

5

3150

C. Plant Site = 0100 to 41+00

Branch Interchange

3100

3050

3000

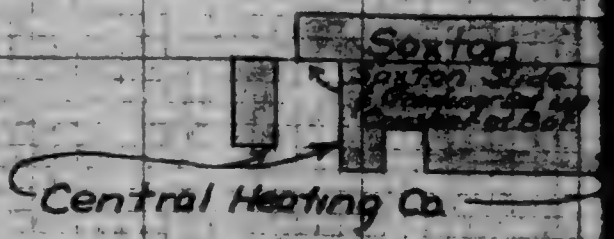
Stations

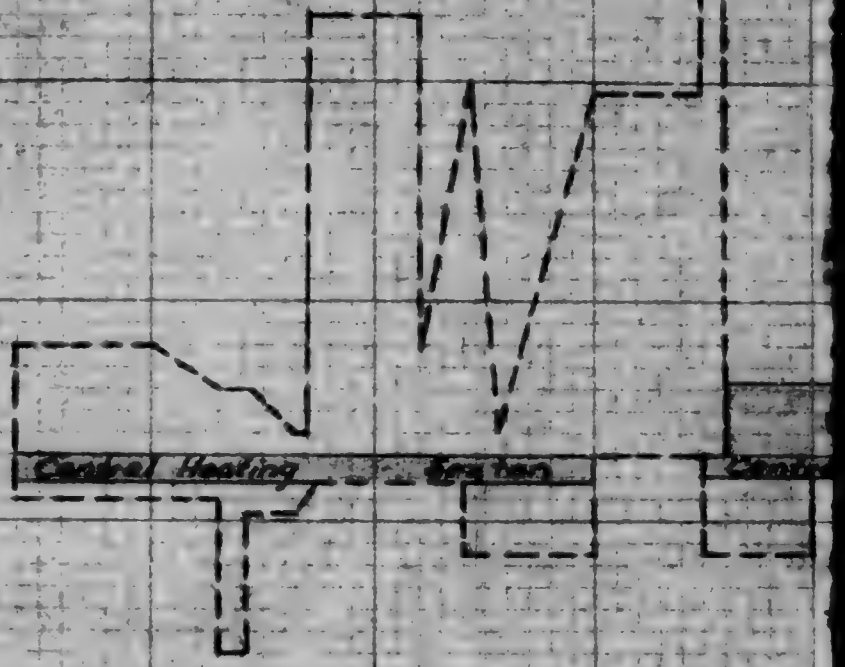
2950

2900

2850

2800





John Saxton → Crusher

Cent Heating → Paving 2750

Cent. Heating → Binder

Hen[illegible] Const Co → Base & Shoulder

Haul road from Crusher & A.C. Plant Site = 0100 to 41+00

To constructed roadbed

Clarks Branch Interchange

3100

3050

3000

Paving

Grading

Base Rock

Crusher

Denotes dates & station changes during Slide Report from Inspector's Diary

Stations

2950

2900

2850

2800

John Saxton → Crusher

Cent Heating → Paving 2750

Cent Heating → Binder

Heintz Const Co. → Base & Shoulder

Funderburk

Harbert Brothers

Slide Rem. Force

Grading

Contact Number 4548
Award date November 3, 1955
To Central Heating Company

Jan Feb

3150

Haul road from Crusher & A.C. Plant Site = 0100 to 41+00

To constructed roadbed

Clark's Branch Interchange

3100

3050

3000

Paving

Grading

Base Rock

Crusher

Dotted plates & station changes during slide, provided from Inspector's Diary

Stations

2950

2900

2850

2800

John Saxton → Crusher

Cent. Heating → Paving 2750

Cent. Heating → Binder

Haintz Const Co → Base & Shoulder

Heintz Const Co. Canada.

SHADY-BOOTH RANCH UNIT
SHADY-CANYONVILLE SECT.
CONTRACT NO. 4548

REPORT ON HEINTZ CONSTRUCTION CO. CLAIMS TO THE CENTRAL HEATING CO., ORED. LTD.

CLAIMS ARE AS FOLLOWS:

No. 1 Flagging at Railroad crossing on haul road.

No. 2 Additional hand labor to place surfacing material around guard rail posts.

No. 3 Additional cost of moving equipment in and out due to job extending beyond 1956.

No. 4 Additional cost of labor for increase in wage rates for 1957 over 1956.

No. 5 Additional cost of hauling water to the roadway.

Reports for the above claims are attached.

R. A. HEINTZ CONSTRUCTION CO.

Highway and General Contractors

PHONE: BUtler 5-2501

211 N. E. COLUMBIA BLVD.

PORTLAND 11, OREGON

September 27, 1957

Central Heating Co. of Oregon, Ltd.
865 Olive Street
Eugene, Oregon

Subject: Shady Booth Ranch Unit
Shady Booth-Canyonville Section
Contract No. 4343

Gentlemen:

We submit the following data as a basis for a claim on the above captioned contract. At your early convenience, please forward this to the Oregon State Highway Commission.

1. Flagging at railroad intersection, $1,113.98, which figure represents 57½ per cent of costs incurred. Schedule is attached.

2. Additional hand labor required to place surfacing material around guard rail posts, $174.36. Schedule is attached.

3. Additional cost of moving equipment in and out due to job extending beyond 1956, 434 mile round trip.

One (1) heavy duty patrol grader	$ 469.34
One (1) water truck	144.74
Waterpump, Case tractor and roller	440.00
Three (3) 16 cubic yard bottom dump semi-trailers with tractors	494.76
Loading and unloading costs	[illegible]
	$1,607.24

(Based on Willamette Tariff Bureau, Inc. Tariff No. 4)

4. Additional cost of labor for increase in wage rates for 1957 over 1956, $95.38. Schedule is attached.

5. Additional cost of hauling water to the roadway, quantity of water increased by 455 per cent.

Total water	10,929.50 M. gals
Original estimated quantity	2,400 M. gals
Overrun	8,529.50 M. gals
8,529.50 M. gals @ $.50	$4,264.75

Recapitulation:

Flagging	$1,113.98
Hand labor around guard rail posts	174.36
Moving equipment	1,607.24
Increased wage rates	99.38
Water, sprinkling	4,264.75
Total amount claimed	$7,253.71

Please note that a portion of the water item is due to your firm for sprinkling done during the placing of 927 cubic yards of surfacing material.

With regard to the rock which you placed on the roadway in the amount of 927 cubic yards, please be advised that any cost that you may have incurred beyond the pay item of $.47 per cubic yard will have to be recovered from the State of Oregon. This work was done against our judgement and the road was not opened prior to the time that the rock would have been placed by us.

Please advise us of what progress is made when this claim is submitted. If a meeting is arranged in connection with this matter, we would like to be represented, as it is necessary that we recover these additional costs which were caused by circumstances beyond our control.

Very truly yours

R. A. HEINTZ CONSTRUCTION CO.

R. A. Heintz

JCC:eh
Enclosures

SHADY-BOOTH RANCH UNIT
SHADY-CANYONVILLE SECT.
CONTRACT NO. 4548

REPORT ON CLAIM NO. 1

-- Flagging at Railroad crossing on haul road --

On June 4, 1956, E.W.O. #5 for this project was submitted by the Res. Engr., Mr. C. T. Keasey. Included in this E.W.O. was $1,800. for flagging on the Railroad. This was submitted to the Salem office by Mr. Tom Edwards recommending that it be approved. The flagging item on the E.W.O. was rejected by the Salem office with a note: "Ordered reduced by L. H. Young". (The reduction was for the $1,800. for the Railroad flagging).

Mr. Keasey was contacted Oct. 16, 1957. His recollection of the situation is as follows:

Mr. Keasey told either Mr. Byrnes or Mr. Daniels that the flagging at the Railroad crossing had not been approved and that the State would not participate in payment. Keasey did agree with the Contractor, or his representative, that a flagman was needed, but at the same time reiterated that the State did not intend to participate in the payment.

A Southern Pacific Railroad representative told Mr. Keasey that there would have to be a flagman at the crossing in question. Keasey did not recall the S. P. man's name.

Mr. Bernard, local Southern Pacific Trainmaster called the Portland S. P. office and was also unable to find any reference to a requirement for flagmen at this crossing.

The County records covering the establishment of the Beagle Road (14A) as a County Road and the railroad crossing as a public one were carefully read. No reference was made to a flagman. The dates are as follows:

Resolution by County Court to accept road as County road, July 26, 1956

Public Utilities Order established a railroad crossing, Oct. 26, 1956

Indenture agreement signed by County and S. P. Rr., Jan. 11, 1957.

Signed John L. Hagedorn Oct. 29, 1957
John L. Hagedorn
Res. Engr.

September 27, 1957

Central Heating Co. of Oregon, Ltd.
865 Olive Street
Eugene, Oregon

Subject: Cost of Flagging
Shady Booth Ranch Unit
Shady Booth-Canyonville Section
Contract No. 4548

NAME OF FLAGMEN	DATE	STRAIGHT TIME	OVER TIME	REASON FOR OVER TIME
A. L. Bicketts	7/11/56	8	2	Flagging at end of regular 10 hr. shift
"	7/12/56	8	2	"
"	7/13/56	8	2	"
"	7/16/56	7		
"	7/17/56	8	2	"
"	7/18/56	8	2	"
"	7/19/56	8	2	"
"	7/20/56	8	2	"
"	7/23/56	8	2	"
"	7/24/56	8	2	"
"	7/25/56	8	2	"
"	7/26/56	8	2	"
"	7/27/56	8	2	"
"	7/30/56	8	2	"
"	7/31/56	8	2	"
"	8/1/56	8	2	"
"	8/2/56	8	2	"
"	8/3/56	8	2	"
"	8/6/56	8		
"	8/7/56	8	2	"
"	8/8/56	8	2	"
"	8/9/56	8	2	"
"	8/10/56	8	3	11 hr. shift this date
"	8/13/56	8	2	Flagging at end of regular 10 hr. shift
"	8/14/56	8	2	"
"	8/15/56	8	2	"
"	8/16/56	8	2	"
"	8/17/56	8	2	"
"	8/20/56	8	2	"
"	8/21/56	8	2	"
"	8/22/56	8	1	"
"	8/23/56	8	2	"
"	8/24/56	8	2	"
"	8/27/56	8	2	"
"	8/28/56	8	2	"
"	8/29/56	8	2	"
"	8/30/56	8	2	"
"	8/31/56	8	2	"
"	9/4/56	8	2	"
"	9/5/56	8	2	"
"	9/6/56	8	2	"
"	9/7/56	8	2	"
"	9/10/56	8	2	"
"	9/11/56	8	2	"
"	9/12/56	8	2	"
"	9/13/56	8	2	"
"	9/14/56	8	2	"

NAME OF FLAGMEN	DATE	STRAIGHT TIME	OVER TIME	REASON FOR OVER TIME
L. N. Ratliff	9/17/56	8	1½	Flagging at end of
"	9/18/56	8	2	regular 10 hr. shift
L. Wilmot	9/19/56	8	2	"
"	9/20/56	8	2	"
"	9/21/56	8	2	"
"	9/24/56	8	2	"
"	9/25/56	8	2	"
"	9/26/56	8	2	"
"	9/27/56	8	2	"
"	9/28/56	8	3½	11½ hr. shift this date
"	10/1/56	8	2	Flagging at end of
"	10/2/56	8	2	regular 10 hr. shift
"	10/3/56	8		
"	10/4/56	8	2	"
"	10/5/56	8	2	"
"	10/10/56	8	2	
		503	121½	
A. A. Williams	6/3/57	6½		
"	6/4/57	8	2	"
"	6/5/57	8	2	"
"	6/6/57	8	2	"
"	6/7/57	8	2	"
"	6/8/57		8	Saturday time
"	6/10/57	8	2	Flagging at end of
"	6/11/57	8	2	regular 10 hr. shift
"	6/12/57	6½		
		61	20	

503	hours	@	2.25	per hour	=	1,131.75
121½	"	@	3.37½	" "	=	410.06
61	"	"	2.35	" "	=	143.35
20	"	@	3.52½	" "	=	70.50
Health & Welfare	705½ hours	@	.10	per hour	=	70.55
Unemployment		"	.024	of 1,755.66	=	42.14
F.I.C.A.		"	.02	of 1,541.81	=	30.84
F.I.C.A.		"	.0225	of 213.85	=	4.81
S.I.A.C.		"	.019	of 1,755.66	=	33.36
						1,937.36

57½% of 1,937.36 = 1,113.98

NAME OF FLAGMEN	DATE	STRAIGHT TIME	OVER TIME	REASON FOR OVER TIME
L. N. Hatliff	9/17/56	8	1½	Flagging at end of regular 10 hr. shift
L. Wilmot	9/18/56	8	2	"
	9/19/56	8	2	"
	9/20/56	8	2	"
	9/21/56	8	2	"
	9/24/56	8	2	"
	9/25/56	8	2	"
	9/26/56	8	2	"
	9/27/56	8	3½	11½ hr. shift this date
	9/28/56	8	2	Flagging at end of regular 10 hr. shift
	10/1/56	8	2	"
	10/2/56	8		
	10/3/56	8	2	"
	10/4/56	8	2	
	10/5/56	8	2	
	10/10/56	1		
		503	121½	
A. A. Williams	5/3/57	6½	2	"
	6/4/57	8	2	"
	6/5/57	8	2	"
	6/6/57	8	2	"
	6/7/57	8	3	Saturday time
	6/8/57		2	Flagging at end of
	6/10/57	8	2	regular 10 hr. shift
	6/11/57	3		
	5/12/57	6½		
		61	20	

503	hours	@	2.25	per hour	= 1,131.75
121½	"	"	3.37½	" "	= 410.06
61	"	"	2.35	" "	= 143.35
20	"	"	3.52½	" "	= 70.50
					= 70.55
Health & Welfare	705½ hours	@	.10	per hour	= 42.14
Unemployment		"	.024	of 1,755.66	= 30.84
P.L.&P.		"	.02	of 1,541.81	= 4.81
P.I.C.A.		"	.0225	of 213.85	= 33.36
S.I.A.C.		"	.019	of 1,755.66	1,937.36

57½% of 1,937.36 = 1,113.98

SHADY-BOOTH RANCH UNIT
[illegible]-CAYUVILLE SECT.
CONTRACT NO. 4548

REPORT OF CLAIM NO. 2

— Additional hand labor to place earth-fill material around guard rail posts —

Inasmuch as the Guard rail Contractor (contract #4779) did not start work until Oct. 30, 1956, (specified completion date for contract #4548 being Oct. 31, 1956), I can find no basis for this claim.

The Progress Chart of October, 1957 will show, the Contractor, if he had wanted to, could have completed project before work started on the guard rail.

I find no reference in the Engineer's Weekly Reports or diary, where the Engineer or anyone else connected with the State Highway Dep't, held up the Contractor so that he could not complete the project by the specified date of completion.

Oct. [illegible], 1957
John R. Laughorn
Res. Engr.

September 27, 1957

Central Heating Co. of Oregon, Ltd.
855 Olive Street
Eugene, Oregon

Subject: Cost of placing surfacing material
by hand around Guard Rail Posts
Shady Booth-Ranch Unit
Shady Booth-Canyonville Section
Contract No. 4548

NAME	DATE	STRAIGHT TIME	OVER TIME
D. M. Carman	6/7/57	8	
I. L. Jones	6/7/57	8	
D. M. Carman	6/10/57	8	1
I. L. Jones	6/10/57	8	1
D. M. Carman	6/11/57	8	
I. L. Jones	6/11/57	8	
D. M. Carman	6/12/57	8	
I. L. Jones	6/12/57	8	
		64	

64 hours @ 2.35 per hour	=	150.40
2 " " 3.52½ " "	=	7.05
Health & Welfare 66 hrs. @ .10	=	6.60
Unemployment @ .024 of 157.45	=	3.78
F.I.C.A. " .0225 " 157.45	=	3.54
S.I.A.C. " .019 " 157.45	=	2.99
		174.36

SHADY-BOOTH RANCH UNIT
SHALY-CANYONVILLE SECT.
CONTRACT NO. 4548

REPORT ON CLAIM NO. 3

— Additional cost of moving equipment in and out due to job extending beyond 1956 —

As stated in claim #2, the Progress Chart will show that the Contractor, if he so desired, could have completed the project by the specified completion date, October 31, 1956.

The Chart shows that the placing of the base rock and leveling, which was a continuous operation likewise, (July 9 through October 14, 1956), and had the Contractor begun his operations earlier, specifically his crushing, he would have completed paving in ample time to allow the placing of shoulders material before the completion date, which is the end of the year as stated in the claim.

As near as I can ascertain from my office records, etc., there was never any discouragement, on the States part, for the Contractor to expedite the completion of the project. Therefore, I can find no basis for this claim, and do not recommend approval.

Signed John R. Haydon October 13, 1957
John R. Haydon
Res. Engr.

SHADY-POOTH RANCH UNIT
SHADY-CANYONVILLE SECT.
CONTRACT NO. 4548

REPORT ON CLAIM NO. 4

--Additional cost of labor for increase in wage rates for 1957 over 1956 --

Insofar as the Contractor could have completed contract on time, and certainly within the year 1956, I conclude that there is no basis for this claim. The report on Claim No. 3 will also apply to this claim.

Signed John R. Hagedorn October 26, 1957
John R. Hagedorn
Res. Mgr.

[illegible] Co. of Oregon, Ltd.
585 Olive Street
Eugene, Oregon

Subject: Increase in Wage rates 1957 over 1956
Shady Booth-Ranch Unit
Shady Booth-Canyonville Section
Contract No. 4548

Name & Classification		May 31	June 1	1	4	5	6	7	8	10	11	12	13	14	Rate Paid	Hours	Amount	Old Rate	Rate Differences	Differential
J. T. Wallace	O.T.	1	4	2	2	2	2	2	10	2	2	2	2	3	4.98¾	27	134.54	4.59¾	.39	14.43
Foreman	S.T.	8		8	8	8	8	8		8	8	8	8	8	3.32½	80	278.60	3.06¼	.26	22.80
E. C. Hardy	O.T.					2	2	2	10	2		2			4.47	20	89.00	4.11	.36	7.20
Roller	S.T.					8	8	8		8		8	8	5	2.98	45	134.10	2.74	.24	10.80
C. W. McMurre	O.T.			1	2	2	2	2	8	2	2				4.65	21	97.65	4.26	.39	8.19
Loader Oper.	S.T.			8	8	8	8	8		8	8	7			3.10	63	195.30	2.84	.26	16.38
J. Iverson	O.T.			2	2	2½	3								3.75	9½	35.63	3.67½	.07½	.71
Water Truck	S.T.			8	8	8	8								2.50	32	80.00	2.45	.05	1.60
R. H. Santos	O.T.								8	1½		1			3.75	10½	39.38	3.67½	.07½	.79
Water Truck	S.T.							8		8	8	8			2.50	32	80.00	2.45	.05	1.60
D. E. Wright	O.T.								5½						3.75	5½	20.63	3.67½	.07½	.41
Water Truck	S.T.						8	8							2.50	16	40.00	2.45	.05	.80
C. W. Root																				
Water Truck	S.T.										8	8			2.50	16	40.00	2.45	.05	.80
																	1,329.23			86.59

Unemployment	@	.024	of	[illegible]	= 2.08
F.I.C.A.	@	.0225	of	[illegible]	= 1.95
F.I.C.A.	@	.0025	of	1,2[illegible]	= 3.11
S.I.A.C.	@	.019	of	[illegible]	= 1.65
					95.38

SHADY-SOUTH RANCH UNIT
SHADY-CANYONVILLE SECT.
CONTRACT NO. A548

REPORT OF CLAIM NO. 5

-- Additional cost of hauling water to the roadway --

The contract bid prices on Sprinkling is $1.75 per M-gal. which is the amount shown on the sub-contract between the Heintz Construction Co. and The Central Heating Co., Oreg., Ltd.

The $1.75 appears to me to be a fair price for this item and the fact that the amount of water used was greater than originally anticipated, does not, in my opinion, constitute a basis for claim.

Signed [signature] Oct. 28, 1957
John R. Magdsen
Res. Engr.

Chief Hatchy Unit

SHADY_BOOTH RANCH UNIT
SHADY_CANTONVILLE SECT.
CONTRACT NO. 4548

Report on claim of Additional billing for special placing in Jan.. 195? of shoulder material as ordered by O.S.H.D.

The shoulder material in question was placed from the north end of the project to Sta. 2859, a distance of approximately 1 mile. It was placed through an area that had both courses of A.C. pavement. It was anticipated that the road could be opened to traffic and the shoulder material for this 1 mile stretch was considered essential for the safeguarding of traffic. Without the shoulder material there would have been a 4 to 5 inch drop from the pavement edge, creating a hazardous condition.

Mr. G. L. Decker, Res. Engr. at the time, states that he did not O.K. any force account payment for this work.

Also, this claim would not be necessary had the Contractor completed project on time as the accompanying Progress Chart shows.

Signed John R Hagedorn Oct. 28, 1957
John R. Hagedorn
Res. Engr.

To: Oregon State [illegible]way Dept.
From: The Central [illegible] Co., Cro[illegible] Ltd.

Contract #4548, [illegible]-Booth Ranch [illegible]

Additional billing for special pla[illegible] January, 1957 of shoulder material as ordered by Oregon State Highway Department.

Labor:			
January 4, 1957			
	Foreman - 5 hrs. @ [illegible]	$24.52	
	HD-11 operator 8 hrs. @ 2.94	23.52	
	Oiler - 7 hrs. @ [illegible]	16.94	
	Truck drivers (3) 18 hrs. @ 2.50	45.00	
January 7, 1957			
	Foreman - 8 hrs. @ [illegible]	24.52	
	HD-11 operator 8 hrs. @ 2.94	23.52	
	Oiler - 8 hrs. @ 2.42	19.36	
	Blade operator [illegible]	23.52	
	Truck drivers (6) 48 hrs. @ 2.50	120.00	
January 8, 1957			
	Foreman - 8 hrs. @ [illegible]	24.52	
	HD-11 operator 7 hrs. @ 2.94	20.58	
	Oiler - 7 hrs. @ 2.42	16.94	
	Blade operator 6½ hrs. @ 2.94	19.11	
	Truck drivers (6) 36 hrs. @ 2.50	90.00	$487.05
Taxes and industrial insurance	[illegible]		40.11
Health and welfare			15.85
Equipment Rental:			
January 4, 1957			
	HD-11 - 6 hrs. @ [illegible]	66.00	
	3 dump trucks - 18 hrs. @ [illegible]	31.10	
January 7, 1957			
	HD-11 - 8 hrs. @ [illegible]	88.00	
	#11 Blade - [illegible]	88.00	
	6 dump trucks - 84 hrs. @ 2.45	213.50	
	Pickup - 8 hrs. @ 1.50	12.00	
January 8, 1957			
	HD-11 - 5 hrs. @ [illegible]	90.50	
	Blade - 6½ hrs. @ [illegible]	65.00	
	6 dump trucks 54 hrs. @ [illegible]	151.30	
	Pickup - [illegible] hrs. @ [illegible]	12.00	805.20
	Total	1436.85	$1358.91
Paid on Estimate #27 C.Y. @ [illegible]		1001.10	435.[illegible]
Less: Cost of rock 927 C.Y. @ 1.00			
			$ 913.[illegible]

Additional cost to be reimbursed

SHADY-BOOTH RANCH UNIT
SHADY-CANYONVILLE SPOT.
CONTRACT NO. 4948

Reprot on claim for equipment stand-by time waiting for completion of slide reroval contract let on this job.

The accompanying Progress Chart will show that, had the Contractor so desired, he could have completed on time, eliminating any necessity for this claim.

The slide, for which another contract (#4892) was let and is the contract for slide removal that the Contractor refers to in his Statement, occured in November, 1956, after the specified completion date of Contract No. 4948.

Signed [signature] Oct. 28, 1957
John R. Hargrove
Res. Engr.

reg., L...	...ment stand-by time waiting for					July 2, 1957	
	...letion of slide removal contract					4540	
	...on this job						
		8	8	8 8	8	40	13.25	530.00
		16	32	40 46	44	178	5.75	1,022.50
		8	8	8 8	8	40	6.80	272.00
		8	8	8 8	8	40	53.80	2,152.00
		8	8	8 8	8	40	5.85	234.00
		8	8	8 8	8	40	6.95	278.00
		8	8	8 8	8	40	10.00	400.00
								$4,868.50
		TON'S PER ... ALL DAMAGE			5 % X ... M 6)			244.48
		MOUNT (ITEM 6 + ITEM 7						$ 4,933.98

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
EQUIPMENT RENTAL

NAME AND ADDRESS OF CONTRACTOR
The Central Heating Co., Oreg., L...
865 Olive Street
Eugene, Oregon

DESCRIPTION OF WORK
...ment stan...
...letion of ...
...on this jo...

FOR THE PERIOD ENDED May 31 57

	DESCRIPTION OF EQUIPMENT	SIZE OR CAPACITY	1 2 3 4 5	6 7 8 9 10	11 12 13 14 15	16 17 18 19 20
(1)	D-8 Dozer					
(2)	Dump trucks	6 C. Y.				
(3)	Distributor	1000 gal.				
(4)	Asphalt paving plant	4000 #				
(5)	Roller	9-11 ton				
(6)	Roller	11-13 ton				
(7)	Paving machine					
(8)						
(9)						
(10)						
(11)						
(12)						
(13)						
(14)						
(15)						
(16)						
(17)						
(18)						
(19)						
(20)						
(21)						
(22)						
(23)						
(24)						
6	TOTAL RENTAL					

...TOR'S E...
...AMOUNT ...

..., Ltd.		July 3, 1957			1 1
		present stand-by time waiting for completion of slide removal contract on this job	4340		
			8	13.25	106.00
			40	5.75	230.00
			8	6.80	54.40
			8	53.80	430.40
			8	5.85	46.80
			8	6.95	55.60
			6	10.00	80.00
				TOTAL	$1,003.20
					225.68
				TOTAL	777.51
					161.83
					612.68
			5	ITEM F	30.63
				AL AMOUNT (ITEM 6 + ITEM F)	643.31

OREGON STATE HIGHWAY DIVISION
FORCE ACCOUNT OFFICE
EQUIPMENT RENTAL

The Central Heating Co., Oreg., Ltd.
865 Olive Street
Eugene, Oregon

PERIOD ENDED June 30 '57

Equipment stand-by
completion of slid
on this job

	DESCRIPTION	SIZE OR CAPACITY	
1	D-8 Dozer		8
2	Dump trucks	6 C. Y.	40
3	Distributor	1000 gal.	8
4	Asphalt paving plant	4000 #	8
5	Roller	9-11 ton	8
	Roller	11-13 ton	8
	Paving machine		8

Less charges for clearing slides and patching

Less 21.2% allowed for hot mix used in patching

EQUIPMENT RENTAL

SHADY_BOOTH RANCH UNIT
SHADY_CANYONVILLE SECT.
CONTRACT NO. 4548

Report on claim for flagging at Railroad crossing on haul road.

The flagging work in question was done in the month of June, 1957. As in the case of Claim No. 1, Meints Construction Co., the Contractor was informed that the State would not participate in the payment for the flagging.

(See Claim No. 1, Meints Construction Co., for details).

Signed John R. Hagedorn Oct. 23, 1957
John R. Hagedorn
Res. Engr.

, Oreg., Ltd. | Flagging

July 3, 1951

4544

		1	1	3.525	3.53	
		8 6¼	14¼	2.35	33.49	37.02
			¼	3.525	1.76	
8 6 8	3	7 8	8 8 6½	96¼	2.35	226.78	228.54
			112¼			$ 265.56
						$ 21.91
			19 2½	.10	11.23	
						11.23
						$ 298.70
						$ 171.75
			57.5			$

.25

1.00

3.00

3.25

TOTAL AMOUNT

ENTERED IN ITEM 18

LABOR

June 30 '57

The Central Heating Co., Oreg., Ltd. — Flagging

865 Olive Street

Eugene, Oregon

| | | |

RECEIVED
OCT 30 1957
FOR FILING

BFI-7(24)

4549

October 29, 1957

Mr. C. G. Falk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 22, 1957, on Contract No. 4549, Shady-Booth Ranch Unit, Shady-Canyonville Section, in Douglas County, in connection with Federal Aid Project No. NFI-7(24).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

cc: Clarence G. Swenson

RECEIVED
SEP 24 1957
FOR FILING

SEL 71-4
4546

September 20, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 12 covering construction of a stock path on the Shady-Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 45½8, in connection with Federal Aid Project No. EFI-78(24).

This work is necessary to allow passage of stock across the highway. Fencing is necessary to confine stock and prevent trespass on the highway.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

RECEIVED
JUL 10 1957
FOR FILING

ST: 72 (.4)
4542

July 5, 1957

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 11 covering removal and repair of the base course asphaltic concrete pavement on the Shady-South Ranch Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4548, in connection with Federal Aid Project No. RVT-78(24).

Damage to the base course asphaltic concrete was caused by falling rocks and mud in the Roberts Mountain slide, and operation of equipment in removing the slide. The contractor on the Slide Removal contract did not have equipment and material available to repair the damage and to expedite the paving, repairs were made June 3 and 4 by the paving contractor.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DEP:cr

RECEIVED
JUL 10 1957
FOR FILING

BFI 78 (24)

4548

July 5, 1957

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 11 covering removal and repair of the base course asphaltic concrete pavement on the Shady-Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4548, in connection with Federal Aid Project No. BFI-78(24).

Damage to the base course asphaltic concrete was caused by falling rocks and mud in the Roberts Mountain slide, and operation of equipment in removing the slide. The contractor on the Slide Removal contract did not have equipment and material available to repair the damage and to expedite the paving, repairs were made June 3 and 4 by the paving contractor.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

RECEIVED
JUL 1 1957
FOR FILING
BFI-78(24)
1248

June 27, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of second authorization on Order for Extra Work No. 2 covering slide removal on the Shady-Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 1548, in connection with Federal Aid Project No. BFI-78(24).

Approval of Order for Extra Work No. 2 in the amount of $79,500 was given April 20, 1956. This second authorization is to cover an additional $35,500 required on account of additional slides and work required to open the roadway in the spring of 1957.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Engr.
DEP:cr

RECEIVED
JUN 3 1957

BFI-78(24)
4548

May 29, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 10 covering the removal and replacing of corrugated metal sight posts on the Shady-Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4548, in connection with Federal Aid Project No. BFI-78(24).

These sight posts were placed last fall after the completion of the base course in anticipation of routing traffic on this section during the winter. Large slides later prevented traffic from using this section and it is now necessary to remove the sight posts in order to properly permit completion of the shoulder work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:er

RECEIVED
1956
FOR FILING
FORM E-SCH—5068—11-55—50225
EEL-1E(24)
4548

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 30, 1956

SUBJECT: Illumination Pacific Highway
North of Grant Smith Road
US99 - Hwy. No. 1 - M.P. 197.15

To: Mr. M. G. Widdows
Sign Engineer
Office

Attached are plans for illuminating an on-ramp and split point on the Pacific Highway Freeway at the above location. This project was not let as a part of the Shady-Myrtle Creek lighting project for at the time earth work at this intersection was not completed. I have discussed this matter with Mr. Edwards and Mr. Probert and it is most urgent that this work be completed prior to this highway opening to traffic which I understand will take place during December.

Although no specific funds were earmarked for this work, in discussing it with Mr. Probert it is agreeable with him, subject to approval by Mr. Paxson, that the $3,400 would be charged to the Shady Booth Ranch unit of the Shady-Canyonville Section, Pacific Highway, Douglas County, Contract No. 4548, Prefix 10-1017. Project Authorization is $571,477.25. Present estimate of project cost is $585,663.69, overrun $14,186.44 (2.48%).

I trust this will assist you in preparing your State Force Order.

F. W. Crandall
Traffic Engineer

JAW:eh

Attached
cc: Forrest Cooper
G. S. Paxson
Tom Edwards
S. H. Probert
Frank Morgan

NOTED
FORREST COOPER

RECEIVED
1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 3 1956
FOR FILING

BEI-28 (24)

4548

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 29, 1956

SUBJECT: Air Pollution Complaint
Shady-Booth Ranch
Pacific Highway
Contract No. 4548

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

L

Pursuant to your letter of November 1, we contacted Mr. Carrol Keasey, Resident Engineer on the job at the time when Mr. Glenn Byrnes, of the Central Heating Company, was setting up his plant and he advises that he made no commitments of any nature regarding the need for or against a dust collector on the Central Heating plant.

I am attaching hereto a report by G. L. Decker, presently Resident Engineer on this job, who contacted Keasey. This statement of Keasey's seems rather conclusive and seems to put the piggy right back on Mr. Byrnes' back.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

NOTED
FORREST COOPER

RECEIVED
1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S 205—COM. — 50—20M—

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 28, 1956

SUBJECT: Shady-Booth Ranch Unit
Shady-Canyonville Section
Contract No. 4548 10-1017

To: F. D. Morgan
Division Engineer

Re

You recently requested certain information concerning the dust condition created by Central Heating Asphaltic Concrete Plant on the above subject project.

I contacted C. T. Keasey on this matter and he stated that he had not told the contractor either to put on a dust collector or that he could leave one off the plant. Keasey stated that the contractor was responsible for property damage or inconvenience to other property owners. This statement is confirmed by Par. 1.7.16 of the Standard Specifications for Highway Construction.

A check was made at the Douglas County Courthouse and no case has been filed in the small claims court or the Circuit Court against the Central Heating Co. as of this date. However, a compaint was filed with the Douglas County Health Department. This complaint was investigated but no action taken due to the fact that the paving operation for 1956 was practically over.

The daily Journal states the following information on the dust condition as reported by C. T. Keasey:

> Monday October 8, 1956 - Glen Byrnes on job today - contacted Ed Moron, Myrtle Grove re dust complaint.
>
> Tuesday October 9, 1956 - Central Heating paving north of Roberts Creek Bridge. Shut down about 2-3 hours in A.M. because of wind blowing toward Motel. This per Byrnes order of yesterday.

G. L. Decker
Resident Engineer

vw

RECEIVED
NOV 21 1956
FOR FILING

November 20, 1956

Mr. K. H. Spies, Director
Sanitation and Engineering
Oregon State Board of Health
1400 S. W. 5th Avenue
Portland 1, Oregon

Dear Sir:

In response to your letter of October 31, 1956, I had an investigation made and find that our Resident Engineer disclaims any knowledge of the statement attributed to him in the Central Heating Company letter dated 10-26-56 as to an opinion that no dust washer was needed. Our engineers have been instructed to take no part in matters of this kind. I am sure that that was true in this particular case.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:ms

Salem, Oregon
November 1, 1956

Mr. Tom Edwards
Construction Engineer

Air pollution complaint,
The Central Heating Company
plant south of Roseburg

The Air Pollution Authority has been investigating a complaint that Glenn A. Byrnes (Central Heating Company) was causing a dust nuisance as a result of the operation of the Central Heating Company's paving plant south of Roseburg. The matter is apparently closed; however, we have been handed a letter from Glenn A. Byrnes from which I quote:

"On setting up our paving plant south of Roseburg, the possible problem of dust control was discussed with the resident engineer in charge of this section of the state highway. It was his opinion no dust washer would be needed, since with wind direction in this area was invariably up or down the river, therefore dust would not come in contact with any houses. After this discussion, all previous plans for building a scrubber were dropped."

While I doubt that the Resident Engineer made any such statements, we should look into this matter and also take appropriate action to be sure that our engineers are not getting into the act of air pollution.

Will you please give me a report?

Nov. 19-56
Edw Reports
"Taint So"
Cooper

Forrest Cooper
Deputy State Highway Engineer

FC:me

FORM 9-26

MEMBERS OF THE BOARD
N. E. IRVINE, M. D., PRESIDENT
LEBANON
TOM H. DUNHAM, M.D.,
FIRST VICE-PRESIDENT, SALEM
CARL H. PHETTEPLACE, M.D.,
SECOND VICE-PRESIDENT, EUGENE
D. C. BURKES, M.D., PORTLAND
T. E. GRIFFITH, M.D., THE DALLES
L. D. INSKEEP, M.D., MEDFORD
L. L. RIGGS, B. S., PORTLAND
O. T. WHERRY, D.M.D., PORTLAND
HAROLD M. ERICKSON, M.D., PORTLAND
SECRETARY AND STATE HEALTH OFFICER

STATE OF OREGON
OREGON STATE BOARD OF HEALTH
STATE OFFICE BUILDING
1400 S. W. 5TH AVENUE
PORTLAND 1

MAILING ADDRESS:
P. O. Box 231
PORTLAND 7, OREGON
TELEPHONE:
DAYS—CAPITOL 6-2161
AFTER HOURS—CAPITOL 2-1500

October 31, 1956

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

NOTED
State Highway Engineer

Dear Mr. Williams:

Enclosedis a copy of a letter dated October 26, from Glenn A. Byrnes, Central Heating Company, regarding the correction of a dust nuisance near their paving plant operation south of Roseburg.

The Air Pollution Authority had received complaints from four residents including the owners of a motel and restaurant near the Central Heating Company's paving plant.

Mr. Byrnes' general plans for correcting the dust and vapor discharges are acceptable to the Authority. However, we believe that the public nuisance could have been avoided if an Authority's staff member could have provided advisory assistance to the paving plant owner or your resident engineer before the paving plant was located.

The Authority has available State Board of Health District Engineers in Pendleton, Portland, Eugene and Grants Pass and each engineer is experienced with air and water pollution control needs associated with paving plants or gravel crushing activities. Whenever a request for such advisory assistance is received we make every effort to furnish the information promptly since it is recognized that time is critical to contractors' activities.

Also enclosed is a copy of recommendations for asphalt paving plant dust and vapor control which was sent to the plant owners some time ago.

The members of the Air Pollution Authority greatly appreciate the assistance which your department has extended.

Sincerely yours,

K. H. Spies, Director
Sanitation and Engineering

REH/mf
cc: Sanitary Authority
Encl.

RECEIVED
NOV 1 1956
OREGON
STATE HIGHWAY COMMISSION

COPY COPY

THE CENTRAL HEATING COMPANY

10-26-56

State of Oregon
Oregon State Air Pollution Authority
State Office Bldg.,
1400 SW 5th Ave.,
Portland 1, Oregon

Attn: R.E. Hatchard, Chief
Air Pollution Control

Dear Mr. Hatchard:

On setting up our paving plant south of Roseburg, the possible problem of dust control was discussed with the resident engineer in charge of this section of the state highway. It was his opinion no dust washer would be needed, since with wind direction in this area was invariably up or down the river, therefore dust would not come in contact with any houses. After this discussion, all previous plans for building a scrubber were dropped.

This plant has a possible five (5) days of operation left in order to open the highway for traffic this year. It will then be closed down until late next spring, when the operation of applying the top lift of paving will be resumed. During this six months shut-down period, we will install a washer of sufficient size to handle the dust.

We hope this meets with your approval.

Very truly yours,

/s/ Glenn A. Byrnes, Partner
THE CENTRAL HEATING CO., OREG. LTD.

Oct. 18, 1956

Mr. Glen A. Byrnes,
Central Heating Co.,
865 Olive St.,
Eugene, Oregon

Dear Mr. Byrnes:

Reference is made to our letter of October 10, 1956 regarding two complaints concerning dust deposition in the vicinity of your asphalt paving plant located approximately 6 miles north of Myrtle Creek.

On October 16, T.M. Gerow, State Board of Health District Engineer, investigated the complaints and conferred with E. G. Cater, Plant Superintendent. The following observations and recommendations are based upon Mr. Gerow's report.

XXXXApproximately 125 tons per XXXXXXXXXX

1. The portable paving plant is producing approximately 125 tons per hour of asphalt paving material for a state highway department paving project.

2. That appropriate dust control facilities have not been provided at the plant.

3. Several residences and a motel are located within 1/4 mile radius from the paving plant location. Visual observations showed that public nuisance conditions were being created because of the dust and vapor discharge from your paving plant.

4. You are hereby notified that the discharges from your paving plant are in violation of Section 449.730 Oregon Revised Statutes.

5. It is recommended that your company take appropriate action without delay to either install a satisfactory dust control system or move the plant to a more remote location.

6. Enclosed is a copy of general recommendations to owners of asphalt paving plants regarding the prevention and correction of public nuisance conditions.

7. It is requested that you advise this office by October 24th, what actions will be taken to correct this matter.

Very truly yours,

R.E. Hatchard, Chief
Air Pollution Control

REH/mf
cc: T.M. Gerow
cc: State Hiway Comm.

Oregon Air Pollution Authority
Room 968 1400 S.W. 5th Ave.,
Portland 1, Oregon

To: Owners of Asphalt Paving Plants

Subject: Recommendations for asphalt paving plant dust and vapor control.

Date: January 28, 1955

During the past two years the Air Pollution Authority has received fourteen complaints regarding excessive dust and vapor discharged from asphalt paving plants. Field investigations by the Authority's staff have shown in each case that excessive discharges were occurring. It is provided in Chapter 449.730 (Oregon Revised Statutes) that the discharge into the air of solids, liquids or gases so as to cause such injury to human, plant or animal life or to property as constitutes a public nuisance is contrary to the public policy of the State of Oregon.

These complaint conditions have been either improved or corrected by providing adequate dust control equipment or by moving the plant to a more isolated location.

It is believed that the nuisance conditions could have been avoided in each case by providing adequate control systems or by locating the plant to provide sufficient distance from other land uses before operations were started. The Authority's investigation of the dust and vapor discharges from paving plants of 50-100 tons per hour capacity has assembled information regarding the prevention of future complaint conditions. In this regard the following general recommendations and observations are made.

1. If the average sized paving plant is located within three quarters of a mile from residential, business or agricultural uses it may be expected that the dust and vapor discharges will create nuisance conditions unless an adequate control system is provided.

2. The ordinary cyclone that is used mainly to return a specified percentage to the fines of the aggregate mix does not provide sufficient dust control.

3. Water scrubber units following the cyclone have proven successful in effectively reducing dust and vapor discharges if the system is designed and operated

properly. Also, it is essential that sufficient water volume and pressure be available in the scrubber.

4. A duct system should enclose the hot-rock elevator and pug mill mixer in addition to collecting the dust discharge from the rotary kiln. The fan provided should have sufficient capacity to produce a negative pressure throughout the duct system.

5. If the paving plant includes a boiler to heat the asphalt the burner unit should be operated so that no excessive smoke is discharged.

6. The Authority is not concerned with the discharges from a paving plant located in a remote area. In these cases the dust control provided is dependent upon occupational health factors and the owner's desire to protect his equipment.

7. The Authority would welcome the opportunity to assist the paving plant owner with the prevention of future nuisance conditions by determining the dust control requirements at a proposed location before operations were started.

FORM S-26

RECEIVED
DEC 5 1956
FOR FILING

MEMBERS OF THE BOARD
N. E. IRVINE, M. D., PRESIDENT, LEBANON
TOM H. DUNHAM, M.D., FIRST VICE-PRESIDENT, SALEM
CARL H. PHETTEPLACE, M.D., SECOND VICE-PRESIDENT, EUGENE
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L. D. INSKEEP, M.D., MEDFORD
L. L. RIGGS, B. S., PORTLAND
O. T. WHERRY, D.M.D., PORTLAND
HAROLD M. ERICKSON, M.D., PORTLAND
SECRETARY AND STATE HEALTH OFFICER

BFI-78 (24)

4548

STATE OF OREGON
OREGON STATE BOARD OF HEALTH
STATE OFFICE BUILDING
1400 S. W. 5TH AVENUE
PORTLAND 1

MAILING ADDRESS:
P. O. BOX 231
PORTLAND 7, OREGON

TELEPHONE:
DAYS—CAPITOL 6-2161
AFTER HOURS—CAPITOL 2-1800

November 23, 1956

W. C. Williams, State Highway Engineer
State Highway Department
Salem, Oregon

Attn: Forrest Cooper
Deputy State Highway Engineer

Dear Mr. Cooper:

Thank you for your letter of November 20, 1956 clarifying the situation regarding the Central Heating Company's portable asphalt paving operation near Myrtle Creek, Oregon.

Please feel free to refer any questions regarding water or air pollution control provisions to this office which may be associated with Highway Department contractors' activities. We appreciate your continued co-operation.

Sincerely yours,

Kenneth H Spies

K. H. Spies, Acting Director
Sanitation and Engineering Division

REH/mf

NOTED
FORREST COOPER

RECEIVED
DEC 6 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 21 1956
FOR FILING

BFT-7(24)

4548

October 22, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 (revised) covering slide removal on the Shady-Booth Branch Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4548, in connection with Federal Aid Project No. BFT-7(24).

This revised Order for Extra Work is to replace the one mailed to you June 4, 1956. This work has been approved as Project ER-17(1). As requested, a schedule of equipment rental rates is attached.

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

encl.

DFC:mb

RECEIVED
OCT 22 1956
FOR FILING

OREGON STATE AIR POLLUTION AUTHORITY
1400 S. W. 5TH AVENUE
PORTLAND 1, OREGON

BFI-78 (24)
4548

October 18, 1956

Mr. Glen A. Byrnes
Central Heating Company
865 Olive St.,
Eugene, Oregon

Dear Mr. Byrnes:

COPY

Reference is made to our letter of October 10, 1956 regarding two complaints concerning dust deposition in the vicinity of your asphalt paving plant located approximately six miles north of Myrtle Creek.

On October 16th, T. M. Gerow, State Board of Health District Engineer, investigated the complaints, inspected the dust control at the paving plant and conferred with E. G. Cater, Plant Superintendent. The following observations and recommendations are based upon Mr. Gerow's report.

1. The portable paving plant is producing approximately 125 tons per hour of asphalt paving material for a state highway department paving project.

2. That appropriate dust control facilities have not been provided at the plant.

3. Several residences and a motel are located within one-quarter mile radius from the paving plant location. Visual observations showed that public nuisance conditions were being created because of the dust and vapor discharge from your paving plant.

4. You are hereby notified that the discharges from your paving plant are in violation of Section 449.730 Oregon Revised Statutes.

5. It is recommended that your company take appropriate action without delay to either install a satisfactory dust control system or move the plant to a more remote location.

6. Enclosed is a copy of general recommendations to owners of asphalt paving plants regarding the prevention and correction of public nuisance conditions.

NOTED
FORREST COOPER

NOTED
W. W. STIFFLER

RECEIVED
OCT 22 1956
FOR FILING

OREGON STATE AIR POLLUTION AUTHORITY
1400 S. W. 5TH AVENUE
PORTLAND 1, OREGON

IFI-78 (24)
4548

October 18, 1956

Mr. Glen A. Byrnes
Central Heating Company
865 Olive St.,
Eugene, Oregon

Dear Mr. Byrnes:

COPY

Reference is made to our letter of October 10, 1956 regarding two complaints concerning dust depositions in the vicinity of your asphalt paving plant located approximately six miles north of Myrtle Creek.

On October 16th, T. M. Gerow, State Board of Health District Engineer, investigated the complaints, inspected the dust control at the paving plant and conferred with E. G. Cater, Plant Superintendent. The following observations and recommendations are based upon Mr. Gerow's report.

1. The portable paving plant is producing approximately 125 tons per hour of asphalt paving material for a state highway department paving project.

2. That appropriate dust control facilities have not been provided at the plant.

3. Several residences and a motel are located within one-quarter mile radius from the paving plant location. Visual observations showed that public nuisance conditions were being created because of the dust and vapor discharge from your paving plant.

4. You are hereby notified that the discharges from your paving plant are in violation of Section 449.730 Oregon Revised Statutes.

5. It is recommended that your company take appropriate action without delay to either install a satisfactory dust control system or move the plant to a more remote location.

6. Enclosed is a copy of general recommendations to owners of asphalt paving plants regarding the prevention and correction of public nuisance conditions.

NOTED
FORREST COOPER

NOTED
W. W. STIFFLER

7. It is requested that you advise this office by October 24, what actions will be taken to correct this matter.

Very truly yours,

R E Hatchard

R.E. Hatchard, Chief
Air Pollution Control

REH/mf
cc: T.N. Gerow
cc: State Highway Comm.

RECEIVED
OCT 19 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 11 1956
FOR FILING

EFI-18 (24)
4548

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 10, 1956

SUBJECT: Shady-Booth Ranch
Pacific Highway
Contract No. 4548

To: Mr. Frank Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

Reference is made to your submission of a Report on Expected Overrun of Project Authorization on the subject named project.

I contacted Mr. Probert about this matter and it appears that Extra Work Order No. 4, shown as a charge against this job, should be properly charged to E.R.-17 (1). This is in the amount of approximately $42,650. Inasmuch as this is approximately the indicated overrun on this job, it would appear that we would not need to ask for additional project authorization at this time.

Please be guided by this in submitting weekly reports and monthly estimates on this project.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

cc Forrest Cooper ✓
S. H. Probert

NOTED
FORREST COOPER

RECEIVED
OCT 10 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 6 - 1956
FOR FILING

BFL-78(24)

4548

June 4, 1956

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order For Extra Work No. 4 covering slide removal on the Shady-Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4548, in connection with Federal Aid Project No. BFL-78(24).

This work is a portion of the work contemplated to be done under Emergency Relief Item No. 17(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DMP:bb

Encl.

PAUL E. GEDDES
STATE SENATOR
DOUGLAS COUNTY
HOME ADDRESS:
Box 567
Roseburg, Oregon

RECEIVED
JUN 7 - 1956
FOR FILING

RFF - 78(24)
4545

STATE OF OREGON
SENATE CHAMBER
SALEM

COMMITTEES:
CHAIRMAN: NATURAL RESOURCES
VICE CHAIRMAN, RESOLUTIONS
MEMBER: ASSESSMENT AND TAXATION
JUDICIARY

A

Lady Smith
Laurel Dr.

June 4, 1956

Mr. H. B. Glaisyer
Secretary
Oregon State Highway Commission
Salem, Oregon

NOTED
H. B. GLAISYER

Dear Mr. Glaisyer:

This will acknowledge receipt of your letter of May 25 advising that the Commission has authorized construction of a turn-off from U. S. Highway 99 freeway just south of Roseburg.

I sincerely appreciate the action of the Commission in this respect and I am grateful to you for advising me of it.

Very truly yours,

Paul E. Geddes

Paul E. Geddes

PEG/lf

RECEIVED
JUN 5 19[illegible]
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 8 - 1956
FOR FILING

4N
4-26-56

BRT - 78(11)
4548

May 25, 1956

County Court
Douglas County Courthouse
Roseburg, Oregon

Attention: C. C. Hill, County Judge
Frank Ashley, County Commissioner

Gentlemen:

The State Highway Commission at its meeting on April 26, 1956 had under discussion a report from the State Highway Engineer concerning construction of a turnoff from US 99 Freeway just south of Roseburg so as to permit southbound freeway traffic to gain access to the old highway at this point. This was the subject of your letter of February 29, 1956.

You will be pleased to know that the Commission authorized construction of such off-ramp by the contractor who is now surfacing and paving the Shady-Booth Ranch Section. The estimated cost of the project is $21,000.

Perhaps you already have been informed of the Commission's action, and if so, this note need serve only as confirmation.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:bim
cc F. B. Crandall

4N
4-26-56

May 25, 1956

Roseburg Rural Fire Protection District
850 Garden Valley Road
Roseburg, Oregon

Attention: Mr. Charlie L. Noble
Assistant Secretary

Gentlemen:

The State Highway Commission at its meeting on April 26, 1956 had under discussion a report from the State Highway Engineer concerning construction of a turnoff from US 99 Freeway just south of Roseburg so as to permit southbound freeway traffic to gain access to the old highway at this point. This was the subject of your letter of March 3, 1956.

You will be pleased to know that the Commission authorized construction of such off-ramp by the contractor who is now surfacing and paving the Shady-Booth Ranch Section. The estimated cost of the project is $21,000.

Perhaps you already have been informed of the Commission's action, and if so, this note need serve only as confirmation.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

KBG:blm

cc: F. B. Crandall

4N
4-26-56

May 25, 1956

Hon. Ernest M. Barker, Jr., Mayor
City of Roseburg
City Hall
Roseburg, Oregon

Dear Mayor Barker:

The State Highway Commission at its meeting on April 26, 1956 had under discussion a report from the State Highway Engineer concerning construction of a turnoff from US 99 Freeway just south of Roseburg so as to permit southbound freeway traffic to gain access to the old highway at this point. This was the subject of your letter of February 28, 1956.

You will be pleased to know that the Commission authorized construction of such off-ramp by the contractor who is now surfacing and paving the Shady-Booth Ranch Section. The estimated cost of the project is $21,000.

Perhaps you already have been informed of the Commission's action, and if so, this note need serve only as confirmation.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBGrblm

cc: F. B. Crandall

4N
4-26-56

May 25, 1956

Hon. John P. Amacher
State Representative
Winchester, Oregon

Dear Sir:

The State Highway Commission at its meeting on April 26, 1956 had under discussion a report from the State Highway Engineer concerning construction of a turnoff from US 99 Freeway just south of Roseburg so as to permit south-bound freeway traffic to gain access to the old highway at this point. This was the subject of your letter of recent date.

You will be pleased to know that the Commission authorized construction of such off-ramp by the contractor who is now surfacing and paving the Shady-Booth Ranch Section. The estimated cost of the project is $21,000.

Perhaps you already have been informed of the Commission's action, and if so, this note need serve only as confirmation.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

[redacted]:bim

cc: F. B. Crandall

HW
4-26-56

May 25, 1956

Hon. V. T. Jackson
State Representative
Route 2, Box 1446
Roseburg, Oregon

Dear Sir:

The State Highway Commission at its meeting on April 26, 1956 had under discussion a report from the State Highway Engineer concerning construction of a turnoff from US 99 Freeway just south of Roseburg so as to permit southbound freeway traffic to gain access to the old highway at this point. This was the subject of your letter of March 1, 1956.

You will be pleased to know that the Commission authorized construction of such off-ramp by the contractor who is now surfacing and paving the Shady-Booth Ranch Section. The estimated cost of the project is $21,000.

Perhaps you already have been informed of the Commission's action, and if so, this note need serve only as confirmation.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

cc: F. B. Crandall

(EVO)

4-26-56

May 25, 1956

Hon. Paul E. Geddes
State Senator
P. O. Box 567
Roseburg, Oregon

Dear Senator Geddes:

The State Highway Commission at its meeting on April 26, 1956 had under discussion a report from the State Highway Engineer concerning construction of a turn-off from US 99 Freeway just south of Roseburg so as to permit south-bound freeway traffic to gainaccess to the old highway at this point. This was the subject of your letter of February 28, 1956.

You will be pleased to know that the Commission authorized construction of such off-ramp by the contractor who is now surfacing and paving the Shady-Booth Ranch Section. The estimated cost of the project is $21,000.

Perhaps you already have been informed of the Commission's action, and if so, this note need serve only as confirmation.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

MBC:bhm

cc: F. B. Crandall

RETURN TO
Mr. Baldock
BY DEPUTY STATE HIGHWAY ENGINEER

This seems to be Warranted as the cost is nominal. Wish to find out however that it complements movement - That is, on ramp for Northbound traffic would be exceedingly expensive.

W.C.W.

...RTMENT
...ICE

W. C. WILLIAMS

...est for Proposed Off-Ramp
...grounds-Shady Unit
...y-Shady Section
...ific Highway at Shady

... 6464

I return herewith ... ...ect and numbered assignment. I have reviewed the request, ...mary examination of the origin-destination data which we took on the ...reet Bridge indicates that we have a potential of 150 to 200 vehicles per day of which about 50 percent are commercial vehicles. This potential is all from the West Roseburg and Melrose areas. Taking this volume of traffic and adding to it that from other sections of Roseburg, which would get onto the freeway at Garden Valley Road and Military Road that are already southbound on the interchange, I think it can be assumed that there would be at least 200 vehicles per day desiring to use this off-ramp.

I call your attention to the attached sketch map on which Mr. Edwards and Mr. Young have shown in yellow the proposed ramp. We have added in red a 16' separator which we feel is essential and we have shown two luminaire units. We also have shown island revision as noted in pencil. I believe with these suggested changes revisions of the $19,600 cost estimate to $21,000, there will be sufficient money to care for construction and illumination details. I recommend to you that we proceed with the construction of this ramp in accord with the attached plan as revised.

F. B. Crandall
Traffic Engineer

JAH:njs

cc: G. S. Paxson

RECEIVED
6 1956
OFFICE OF

FORM E30—50M—3-55—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

W. C. WILLIAMS

Salem, Oregon
April 5, 1956

SUBJECT: Request for Proposed Off-Ramp
Fairgrounds-Shady Unit
Deady-Shady Section
Pacific Highway at Shady

WCW 6464

To: W. C. Williams
Deputy State Highway Engineer
Office

I return herewith your file on the above subject and numbered assignment. I have reviewed the request, and the preliminary examination of the origin-destination data which we took on the Oak Street Bridge indicates that we have a potential of 150 to 200 vehicles per day of which about 50 percent are commercial vehicles. This potential is all from the West Roseburg and Melrose areas. Taking this volume of traffic and adding to it that from other sections of Roseburg, which would get onto the freeway at Garden Valley Road and Military Road that are already southbound on the interchange, I think it can be assumed that there would be at least 200 vehicles per day desiring to use this off-ramp.

I call your attention to the attached sketch map on which Mr. Edwards and Mr. Young have shown in yellow the proposed ramp. We have added in red a 16" separator which we feel is essential and we have shown two luminaire units. We also have shown island revision as noted in pencil. I believe with these suggested changes revisions of the $19,600 cost estimate to $21,000, there will be sufficient money to care for construction and illumination details. I recommend to you that we proceed with the construction of this ramp in accord with the attached plan as revised.

F. B. Crandall
Traffic Engineer

JAH:njs

cc: O. S. Paxson

RECEIVED
APR 6 1956
STATE OF OR
DEPARTMENT

REFERRED TO
Mr. Bullock
BY DEPUTY STATE HIGHWAY ENGINEER

I would question desireability of This. Perhaps we should have a discussion.

MCM

Investigate and report with recommendation
Such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Prepare reply for signature of Mr._____
Contact correspondent and report

_____
_____
_____
_____

Marks:

PLEASE RETURN TO
W. C. WILLIAMS

Routed 4-6-56 Report Received _____

discussed with Mr. _____

...IWAY DEPARTMENT
...CORRESPONDENCE

...Oregon
...1956

...JECT: Proposed Southbound Off Ramp
Fairgrounds-Shady Unit
Deady-Shady Unit
Pacific Highway

NOTED
W. C. WILLIAMS

...a petition submitted by Senator Paul E. ...acher, Representative V. T. Jackson, ...eburg and the Roseburg Rural Fire District, requests that we construct a southbound ...onto the Oakland-Shady Secondary at a ...crossing of the Umpqua River at Roseburg.

...oposed plan for this southbound off ramp ...00. The plan of this off ramp has been ...has his approval.

Attached to this petition is a map showing the area and the number of signers of the petition living in this area. Prefacing the petition is an aerial photograph showing this area with its relationship to the Umpqua Plywood Corporation plant. The main part of the pressure for this off ramp undoubtedly comes from people who work at this plant and live tributary to the freeway.

No doubt you are familiar with past requests for this off ramp which have been denied, to date. However, due to the light thrown on this by the number of petitioners whom I assume would be users of this facility, it throws a different light on the matter. In the past it was not believed this facility would be used extensively. I therefore recommend that this off ramp be constructed.

I am also attaching copy of a letter from Division Engineer Edwards and a set of plans on which, sheets 7-A and 8, is shown the existing construction.

RECEIVED
...1956
...

L. H. Young
Assistant Construction Engineer

LHY:ep

Attachs.

cc - Mr. F. E. Crandall

ASSIGNMENT

Date: March 30, 1956 No. 6464 By Drew

Description: File (7) regarding requests of various State Representatives and others for right-hand turnoff from new U99 immediately south of State Highway bridge crossing South Umpqua River at Shady Point.

Acknowledged by____ Referred to Crandall ✓

XX Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr._____
__ Contact correspondent and report

Remarks:

PLEASE RETURN TO W. C. WILLIAMS

Executed 4-6-56 Report Received_____

discussed with Mr. [illegible]

SHWAY DEPARTMENT

r CORRESPONDENCE

Oregon
21, 1956

BJECT: Proposed Southbound Off Ramp
Fairgrounds-Shady Unit
Deady-Shady Unit
Pacific Highway

NOTED
W. C. WILLIAMS

a petition submitted by Senator Paul E. acher, Representative V. P. Jackson, eburg and the Roseburg Rural Fire District, requests that we construct a southbound ont the Oakland-Shady Secondary at a crossing of the Umpqua River at Roseburg.

posed plan for this southbound off ramp 0. The plan of this off ramp has been as his approval.

Attached to this petition is a map showing the area and the number of signers of the petition living in this area. Prefacing the petition is an aerial photograph showing this area with its relationship to the Umpqua Plywood Corporation plant. The main part of the pressure for this off ramp undoubtedly comes from people who work at this plant and live tributary to the freeway.

No doubt you are familiar with past requests for this off ramp which have been denied, to date. However, due to the light thrown on this by the number of petitioners whom I assume would be users of this facility, it throws a different light on the matter. In the past it was not believed this facility would be used extensively. I therefore recommend that this off ramp be constructed.

I am also attaching copy of a letter from Division Engineer Edwards and a set of plans on which, sheets 7-A and 8, is shown the existing construction.

RECEIVED

L. H. Young
Assistant Construction Engineer

LHY:ep

Attachs.

cc - Mr. F. E. Crandall

FORM E30—50M—11-55—30224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 21, 1956

SUBJECT: Proposed Southbound Off Ramp
Fairgrounds-Shady Unit
Deady-Shady Unit
Pacific Highway

To: Mr. W. C. Williams
Deputy State Highway Engineer

OFFICE

NOTED
W. C. WILLIAMS

I am forwarding herewith a petition submitted by Senator Paul E. Geddes, Representative John P. Amacher, Representative V. T. Jackson, Douglas County Court, City of Roseburg and the Roseburg Rural Fire District, with 263 signers. This petition requests that we construct a southbound off-leg from the Pacific Highway onto the Oakland-Shady Secondary at a point just southerly of the south crossing of the Umpqua River at Roseburg.

Also submitted is a proposed plan for this southbound off ramp which is estimated to cost $19,600. The plan of this off ramp has been discussed with Mr. Crandall and has his approval.

Attached to this petition is a map showing the area and the number of signers of the petition living in this area. Prefacing the petition is an aerial photograph showing this area with its relationship to the Umpqua Plywood Corporation plant. The main part of the pressure for this off ramp undoubtedly comes from people who work at this plant and live tributary to the freeway.

No doubt you are familiar with past requests for this off ramp which have been denied, to date. However, due to the light thrown on this by the number of petitioners whom I assume would be users of this facility, it throws a different light on the matter. In the past it was not believed this facility would be used extensively. I therefore recommend that this off ramp be constructed.

I am also attaching copy of a letter from Division Engineer Edwards and a set of plans on which, sheets 7-A and 8, is shown the existing construction.

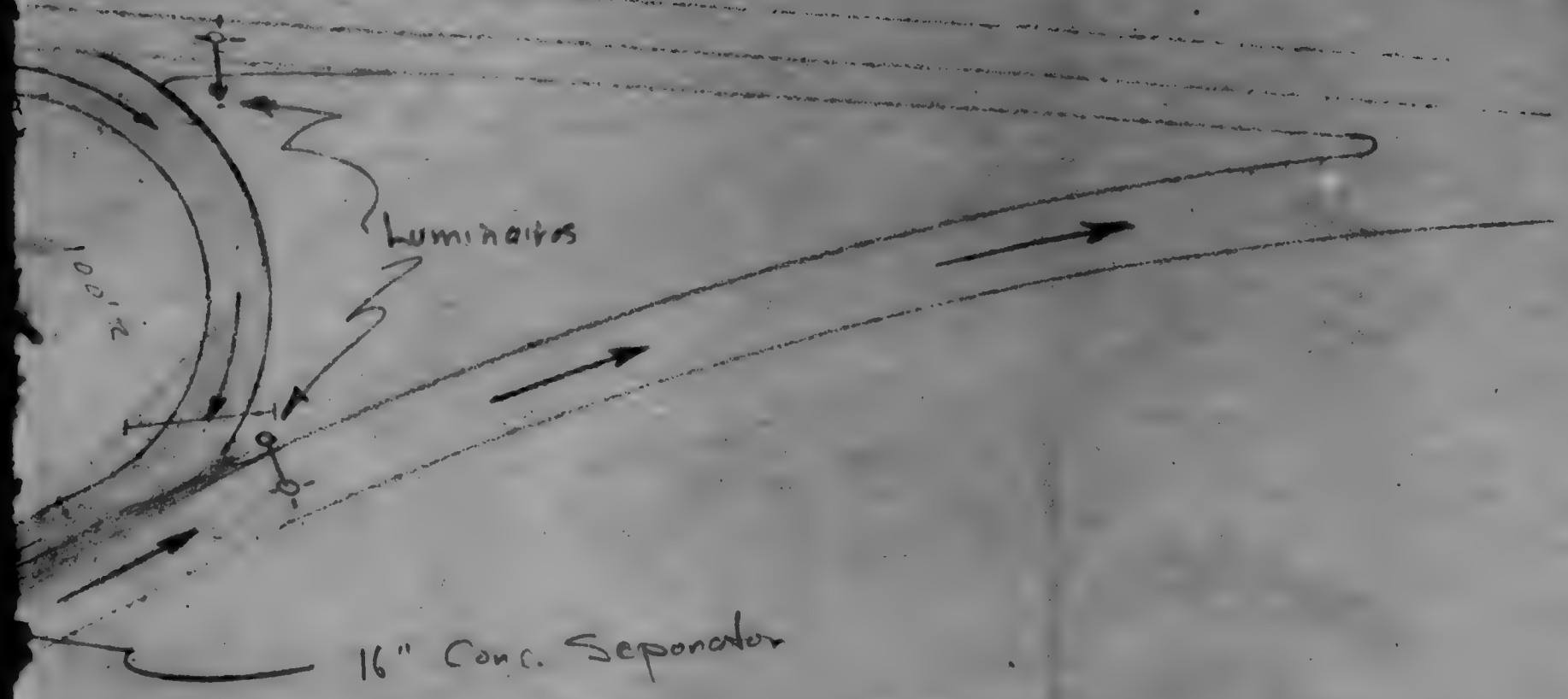
RECEIVED
1956
OFFICE

L. H. Young
Assistant Construction Engineer

LHY:ep

Attachs.

cc - Mr. F. E. Crandall

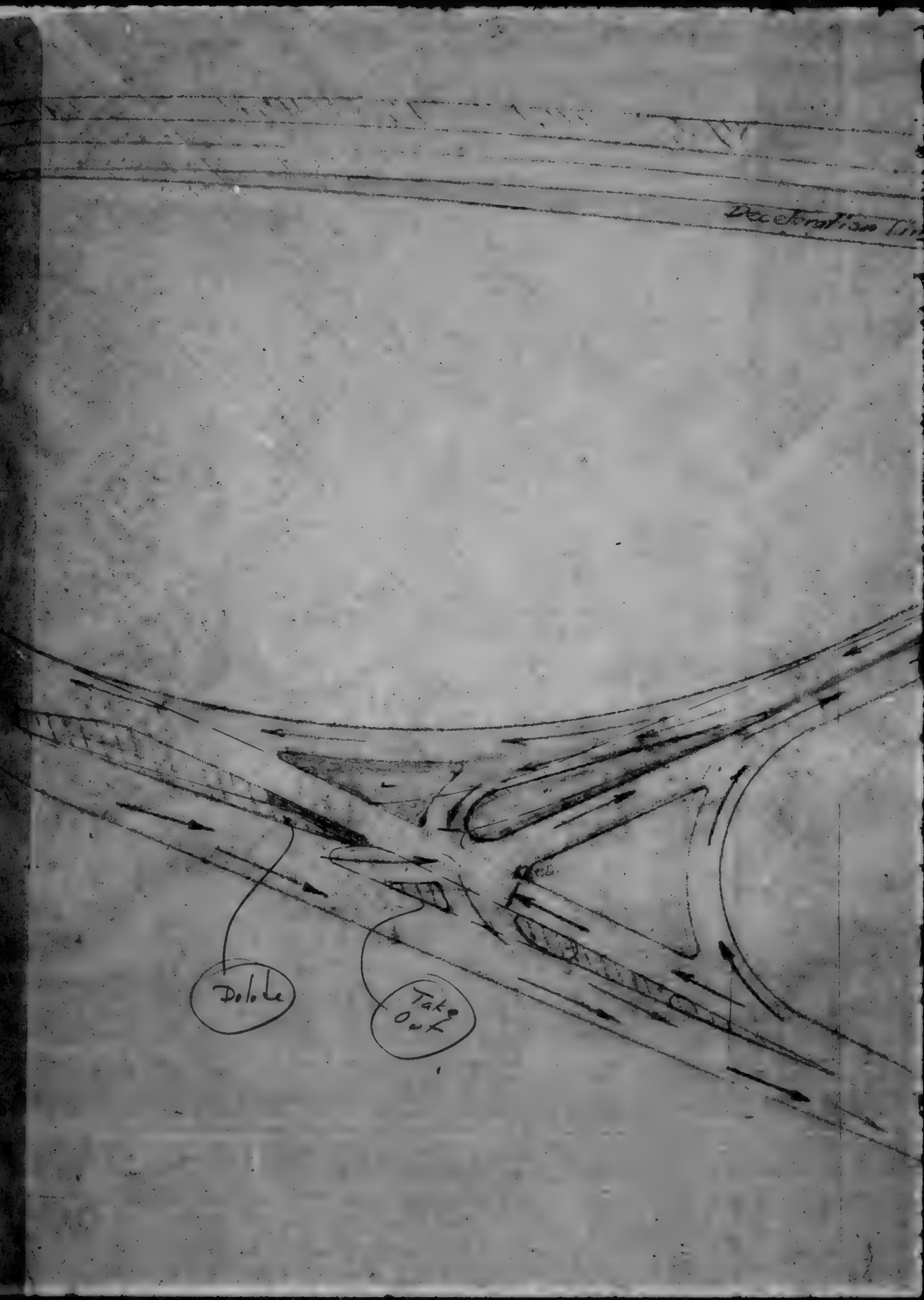


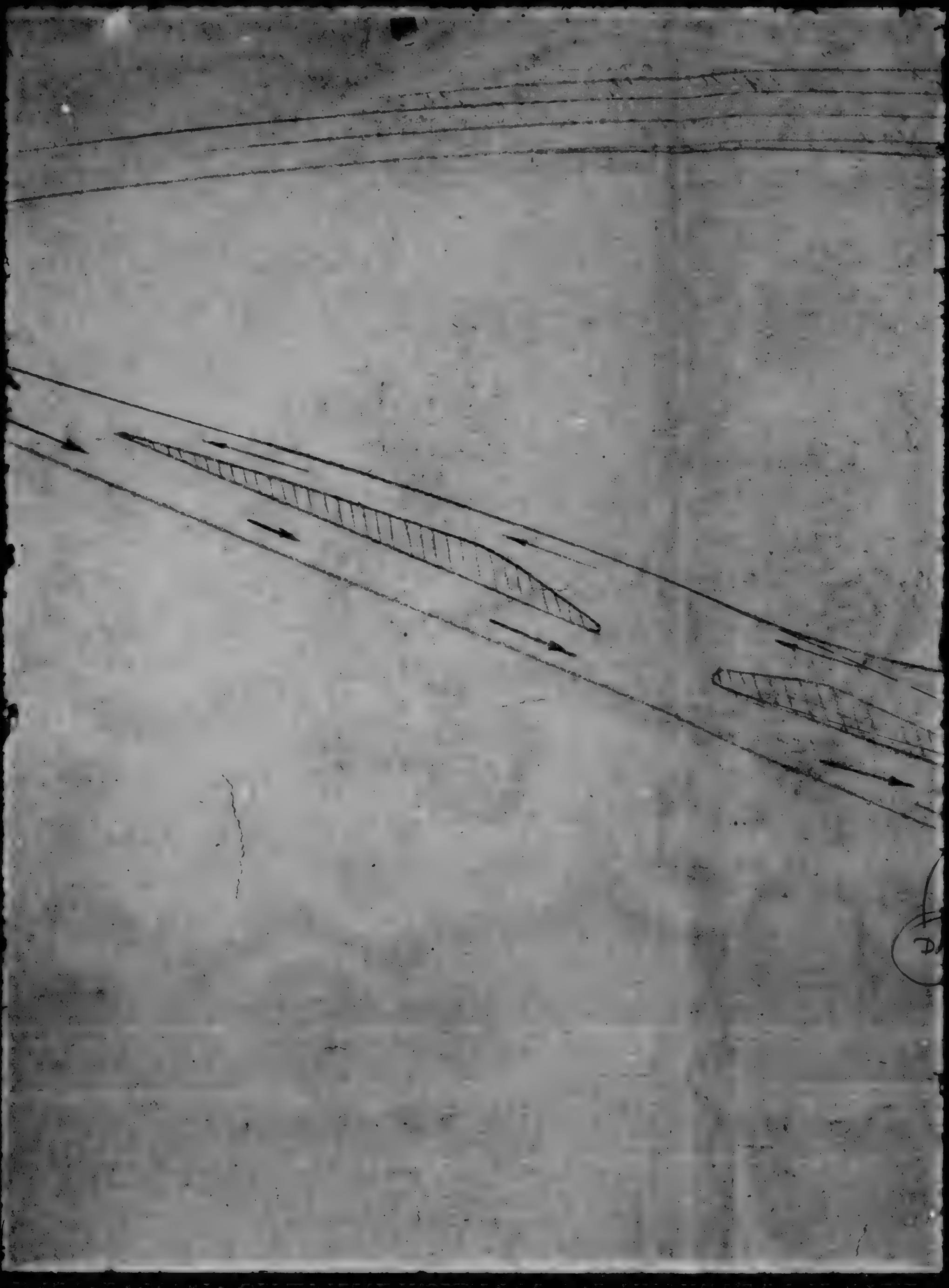
O. S. H. D.
Sketch Map
PROPOSED SOUTHBOUND OFF-RAMP
DEADY - SHADY SECTION
PACIFIC HIGHWAY
DOUGLAS COUNTY
Scale: 1" = 50' March 1958

Deceleration Time

Luminaires

16" Conc. Septa


Double
Take Out



SUBJECT: RIGHT-HAND TURN-OFF ON HIGHWAY 99, AT SHADY, ROSEBURG, DOUGLAS COUNTY, OREGON

TO: THE HIGHWAY COMMISSION OF THE STATE OF OREGON

SALEM, OREGON

Photo Lab 627½ E. Jackson Street ROSEBURG, OREGON

PAUL E. GEDDES
STATE SENATOR
DOUGLAS COUNTY
HOME ADDRESS:
BOX 567
ROSEBURG, OREGON

COMMITTEES:
CHAIRMAN: NATURAL RESOURCES
VICE CHAIRMAN, RESOLUTIONS
MEMBER: ASSESSMENT AND TAXATION
JUDICIARY

MMITTEES:
SH AND GAME
LCOHOLIC CONTROL
OOD AND DAIRYING

STATE OF OREGON
SENATE CHAMBER
SALEM

February 28, 1956

State Highway Commission
Salem, Oregon

Gentlemen:

The problem of the lack of a right hand turn off from Highway 99 immediately south of the State Highway bridge crossing the South Umpqua River at Shady Point has repeatedly come to my personal attention both as a traveler of the highway and from many residents of Douglas County who have observed the existing unsatisfactory condition.

From time to time I personally have traveled this particular stretch of the highway and have observed the fact that it is impossible for a south bound vehicle to leave the new highway at that point and gain access to the old highway by means of a right hand turn. In order to accomplish a turn off, it is necessary that the traveler presently continue on to a point near Kelley's Corner. I have also personally observed the provisions made on the ground for a right hand turn connecting roadway to be completed and have often wondered why the Commission did not see fit to proceed with the completion of the physical set-up already apparently planned and readily available for completion.

One of theprimary objectives of public highways is that of service to the public and service to the public most certainly cannot be accomplished by forcing the traveling of added miles upon the highways when a safe and feasible turn off otherwise can be provided as it can be in this situation. In my opinion, such a turn off would be entirely safe and would afford a great convenience not only to the residents of that particular area but also to the travelers of the highway and most certainly would provide a speedier access to that area by fire trucks and other emergency vehicles.

If this matter has not already been investigated, I strongly urge that the Commission immediately take such steps as may be necessary to determine the feasibility and to immediately do the minor construction work necessary to remedy the situation.

Very truly yours,

Paul E. Geddes

PEG/lf

Ernest Winters RT4 Box 170
Mary Winters RT4 Box 170

JOHN P. AMACHER
HOME ADDRESS
WINCHESTER, OREGON

STATE OF OREGON
HALL OF REPRESENTATIVES
SALEM

CHAIRMAN:
MEMBER:

COMMITTEES:
FISH AND GAME
ALCOHOLIC CONTROL
FOOD AND DAIRYING

State Highway Commission
Salem, Oregon

Gentlmen:

In regard to the lack of a right hand turn off for south bound traffic just south of the South Umpqua River at Shady Point, a good many people of the Green and Happy Valley areas have contacted me relative to the situation.

I have investigated it myself and feel that their demand is well founded and feel that such a turn off could be constructed without jepoardizing through traffic and I do feel that their demand is justified.

I therefore urge the Commission to look into this matter and if possible proceed with the construction.

Very truly yours,

John P. Amacher

John P. Amacher

Mrs. Hazel Winters Rt 4 Box 170
Mary Winters Rt 4 Box 172

V. T. JACKSON
RT. 2, BOX 1446
ROSEBURG, OREGON

COMMITTEES:
MEMBER: FORESTRY AND MINING
LIVESTOCK
WAYS AND MEANS

STATE OF OREGON
HALL OF REPRESENTATIVES
~~SALEM~~
Roseburg Oregon
March 1, 1956

Oregon State Highway Commission
Salem Oregon

Gentlemen;

We understand that a petition has been submitted to you requesting a right hand turnoff from the new highway just south of where it crosses the South Umpqua river and the Railroad which is near Shady in Douglas County.

Making available this turn off would be a great convenience to the people living in that vicinity and especially those in the Green district ~~east~~ west of the S.P. tracks.

We are under the impression that this improvement could be accomplished at a very moderate cost and would urge that you give the request your careful consideration and grant it if at all possible.

Yours truly
V. T. Jackson
State Representative.

Emil Hawkins RT4 Box 170
Mary Winters RT4 Box 172

E. R. METZGER, County Commissioner

CARL C. HILL, County Judge

FRANK ASHLEY, County Commissioner

CHARLES DOERNER, Clerk and Recorder
MORRIS C. BOWKER, Assessor
OLIVER L. JOHNSON, Treasurer
BEN B. IRVING, Surveyor

ROBERT M. STULTS, District Attorney
KENNETH BARNEBURG, School Supt.
IRA C. BYRD, Sheriff
L. L. POWERS, Coroner

DOUGLAS COUNTY

ROSEBURG, OREGON

February 29, 1956

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

The County Court of Douglas County agrees with the petitioners of the area south of Roseburg, that there is need for better access from Highway 99 to the Green, Happy Valley and Lookingglass districts.

The right turn-off immediately south of the Shady bridge, as outlined in their petitions, seems to us to be reasonable; and this Court desires to join in the petition.

Y ours very truly,

County Judge

County Commissioner

Emil Hawkins RT4 Box 170
Mary Winters RT4 Box 170

CITY of ROSEBURG

Roseburg, Oregon

OFFICE OF THE CITY MANAGER.

February 28, 1956

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

As Mayor of the City of Roseburg, I am in hearty accord with the proposal to effect a right hand turn off from the new highway to the old highway just south of the bridge crossing the South Umpqua River at Shady Point near Roseburg.

It is my belief that such a turn off is entirely feasible and safe and that the convenience of the people of Roseburg and particularly of that area south of Roseburg can best be served by action of the Commission in seeing that the right hand turn off is immediately constructed.

Very truly yours,

Ernest M. Barker, Jr.

Ernest M. Barker, Jr.

EMB/1

Timber Capital Of The Nation

Earl Winters RT4 Box 170

Ivan Winters RT4 Box 170

Roseburg Rural Fire Protection District

850 GARDEN VALLEY ROAD

ROSEBURG, OREGON

March 3rd 1956

To: The Highway Commission of the State of Oregon

Salem, Oregon

Gentlemen:

The Roseburg Rural Fire Protection District is vitally interested in the request for a right-hand turn-off from Pacific Highway 99 at Shady, Roseburg, Douglas County, Oregon.

When we built our new fire station on the Garden Valley Road near the inter-change with Highway 99 we anticipated using the new highway to reach the rural area south of Roseburg at Greens. The present turn-off system at Shady is totally unacceptable to us at this time. In cases of emergencies it would probably be necessary for our equipment to violate traffic regulations and thereby seriously endangering the lives of our firemen as well as the public. This would also greatly increase the risk of damage to our equipment.

We urgently request that the Highway Department take immediate steps to remedy the situation at Shady by providing an adequate right-hand turn-off from the new Highway 99 immediately south of South Umpqua River crossing.

Very truly yours,

ROSEBURG RURAL FIRE PROTECTION DISTRICT

By Charles L. Noble
Asst Sec.

Earl Hawkins RT4 Box 170

Mary Winters RT4 Box 172

Ray Strickland RT4 Box

TO: The Highway Commission of the State of Oregon

Salem, Oregon

Gentlemen:

We, the undersigned, being vitally interested in the matter hereinafter referred to, hereby petition your Honorable Body to provide for a right hand turn-off from Highway 99, immediately south of the State Highway Bridge crossing South Umpqua River at Shady, Roseburg, Douglas County, Oregon, so as to permit the south bound traffic upon said Highway 99 to connect with old Highway 99 leading back into Roseburg, and offering better connections with Greens District and Lookingglass area.

Name	Address
Julia Frances Church	Rt 4 Box 430 Roseburg
Anna L. Miner	RT 4 Box 200 Roseburg
Juanita Miner	" " "
Ruth Laurance	Rt 4, Box 188, Roseburg
R.C. Laurance Jr.	" " " "
Doris Mc Laughlin	Rt. 4 Box 187 Roseburg
John E. McLaughlin	Rt 4 Box 187 Roseburg
R.A Stoltenberg	R 4 Box 175
C. Hallenbeck	Box 48 Dillard
Helen Stoltenberg	Rt. 4 B. 175
Ralph Hoskins	RT 4 B 185
Virgie Hoskins	Rt. 4 Box 185
Ethel M. Hoskins	Rt 4, Box 252-Z
Norma Hoskins	Rt 4 Box 181
Mildred Long	
W.E. Malfait	RT 4 Box 174
Donna L Malfait	RT 4 Box 174
Marie Lantis	RT 4 Box 177
M. Hoskins	
Emil Winters	RT 4 Box 170
Mary Winters	RT 4 Box 170
Roy McKnight	RT 4 Box 165
Ethel R. Knickerbocker	Rt. 4 Box 165

FORM E-20X—50,000—10-54—75464

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 12, 1956

SUBJECT: Right-hand turnoff on Highway 99
Oakland-Shady Secondary

To: Forrest Cooper
Construction Engineer
Salem, Oregon

I attach hereto a petition submitted by Senator Paul E. Geddes, Representative John P. Amacher, Representative V. T. Jackson, Douglas County Court, the City of Roseburg and the Roseburg Rural Fire District with 263 signers requesting a southbound off-leg from the Pacific Highway onto the Oakland-Shady Secondary at a point just southerly of Roseburg.

In addition to the petitions, we have prepared an analysis of the residents addresses of the signers or petitioners. Our study indicates that 51% of the signers gave addresses in the Green District or on routes tributary thereto, 39% gave addresses in Roseburg and the balance were scattered throughout the County. This indicates to us that the problem is one faced by the people who work in the Umpqua Plywood Corporation plant which is shown in the upper left hand corner of the aerial photo attached and who live at locations tributary to the Pacific Freeway.

It is my recommendation that this access be granted.

A print showing the possible revision of the facility and an estimate of cost is attached.

Letters of acknowledgment of receipt of the petition have been addressed to members of the legislative contingent and to the County, City and Rural Fire District.

Tom Edwards
Division Engineer

TE/dls
encls.

SOUTHBOUND OFF CONNECTION
SHADY INTERCHANGE
PACIFIC HIGHWAY

ESTIMATE OF COST

Item	Unit	Net Quantity	Allow.	Total	Unit Price	Amount
Drainage Excavation, Uncl.	Cu.Yd.	10	-	10	3.50	35.00
General Excavation, Uncl.	Cu. Yd.	5,560	540	6,100	.50	3,050.00
18 ϕ inch Concrete Pipe	Lin. Ft.	249	24	273	3.25	887.25
Concrete Catch Basin	Each	1	-	1	75.00	75.00
Concrete in Curbs	Cu.Yd.	9.3	0.7	10	60.00	600.00
Coarse Crushed Material in Base	Cu.Yd.	1,040	160	1,200	3.75	4,500.00
3/4" - 0 Material in Base and Shoulders	Cu.Yd.	153	17	170	4.75	807.50
Sprinkling	M-Gal	3	2	5	4.00	20.00
3/4" - 0 Material in Binder Course	Cu.Yd.	28	4	32	5.50	176.00
RC-3 Asphalt in Binder Course	Ton	4.5	0.5	5	70.00	350.00
Class "B" Asphaltic Concrete	Ton	596	54	650	10.00	6,500.00
RS - 2 Asphalt in Seal Coat	Ton	2.6	0.4	3	70.00	210.00
Aggregate in Seal Coat	Cu.Yd.	12.5	1.5	14	6.50	91.00
Asphalt Concrete Traffic Markers	Lin. Ft.	100	10	110	1.00	110.00
				SUBTOTAL		17,411.75
				+12½% Engr. & Cont.		2,176.47
				TOTAL		19,588.22
						1200
						#20,800

Illumination (2 units) #1200

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE

U. S. DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

SCALE

0 1 2 3 4 Miles

1936

TRAFFIC STATION MAP

DOUGLAS COUNTY

OREGON

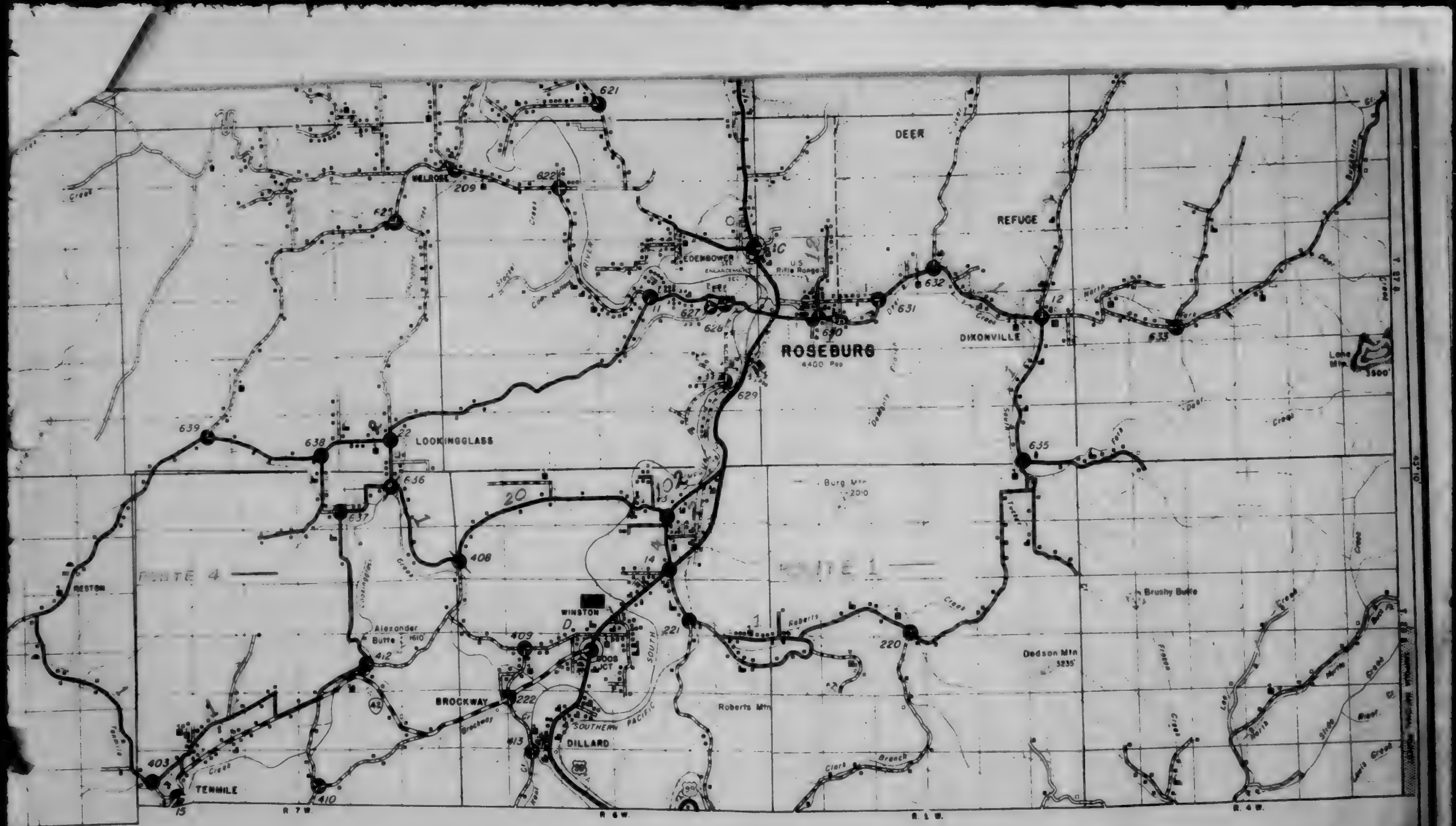
BASIC DATA AS OF SEPTEMBER, 1936 - TRAFFIC STATIONS AS OF DEC. 31, 1937

SHEET 3 OF 7

123°30' 123°20' 123°10'

R. 7 W. R. 6 W. R. 5 W. R. 4 W.

TRAFFIC STATION MAP DOUGLAS COUNTY



PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

SCALE
0 1 2 3 4 Miles

1936

TRAFFIC STATION MAP
DOUGLAS COUNTY
OREGON

BASIC DATA AS OF SEPTEMBER, 1936 - TRAFFIC STATIONS AS OF DEC. 31, 1937

SHEET 3 OF 7 Sheets

123°30' 123°20' 123°10'

TRAFFIC STATION MAP DOUGLAS COUNTY

FAIRGROUNDS — SHADY UNIT DEADY – SHADY SECTION PACIFIC HWY. DOUGLAS COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	BFI-78(10)		See Index

OF OREGON
AY DEPARTMENT
OPOSED PROJECT

– SHADY UNIT
ADY SECTION
C HIGHWAY
AS COUNTY
EPT., 1953

etch Map
Miles

STATE HIGHWAY ENGINEER

REGISTERED PROFESSIONAL ENGINEER 157 NOV. 8, 1919 R. H. BALDOCK

STATE HIGHWAY COMMISSION

BEN R. CHANDLER	Chairman
CHAS H. REYNOLDS	Commissioner
M.K McIVER	Commissioner

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED:

DISTRICT ENGINEER — DATE

INDEX of SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2, 2A	Summary, Typical Sections
3-9	Plan & Profile
7A	— Plan & Profile

Drg. Nos.

2051, 9796, 9896, 10509 } Misc. Structures

STATE OF OREGO
STATE HIGHWAY DEPA
PLANS FOR PROPOSED PR

FAIRGROUNDS - SHADY -
DEADY-SHADY SECTIO
PACIFIC HIGHWAY
DOUGLAS COUNTY
SEPT., 1953

Sketch Map
Scale: Miles

CONVENTIONAL SIGNS

- State Line
- County Line
- City or Town Limits
- Township Line
- Section Line
- Donation Land Claim Line
- Fence Line
- Guard Rail
- Unfenced Property or Right of Way Line
- Existing Roads
- Trails
- Base or Survey Line
- Railroads
- Retaining Wall
- Culverts
- Drop Inlet
- Trolley Pole
- Power Pole
- Telephone or Telegraph Poles
- Marsh
- Irrigation Ditches
- Bridges
- Trees

FAIRGROUNDS - SHADY UNIT DEADY - SHADY SECT. PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	BFI-7A(18)		See Index

A R Y

Length of Project 3.495 Miles

M I L E				NET QUANTITY	ALLOWANCE	TOTAL	Segregation of Quantities	
19	20	21	22				*2-Lane	**4-Lane
				All		All	All	All
		3398		3398	342	3740	3740	
66	350	236	116	775	75	850	500	350
100	11	30	25	168	12	180	100	80
105,568	165,211	203,901	24,370	535,092	53,508	588,600	462,200	126,400
244,140	804,730	562,804	357,650	1,976,414	197,586	2,174,000	1,147,000	1,027,000
2,779	13,078	9,736	15,803	41,396	4,104	45,500	17,400	28,100
0.98	0.87	0.91	0.23	3.26		3.26	2.15	1.11
425	4,027	7,825	150	13,527	1,373	14,900	12,600	2,300
42				42	8	50	50	
156				156	14	170	170	
182				182	18	200		200
	90			90	10	100	100	
		214		214	6	220		220
129				129	11	140	140	
	394	150		744	76	820	650	170
	98	18		116	14	130	110	20
		21		21	9	30	30	
405	24	366	240	1,071	129	1200	590	610
	118			118	12	130	130	
		180	216	396	34	430		430
	228			228	22	250	250	
		1		1		1	1	
	113		57	170	10	180	120	60
	20,685		8,241	28,924	1,976	30,900	21,700	8,600
				651	29	680		680

* 2-Lane
Sta. 2625+00 to Sta. 2672+50
Sta. 2685+00 to Sta. 2761+70.5

** 4-Lane
Sta. 2622+00 to Sta. 2625+00
Sta. 2672+50 to Sta. 2685+00
Sta. 2761+70.5 to Sta. 2806+55

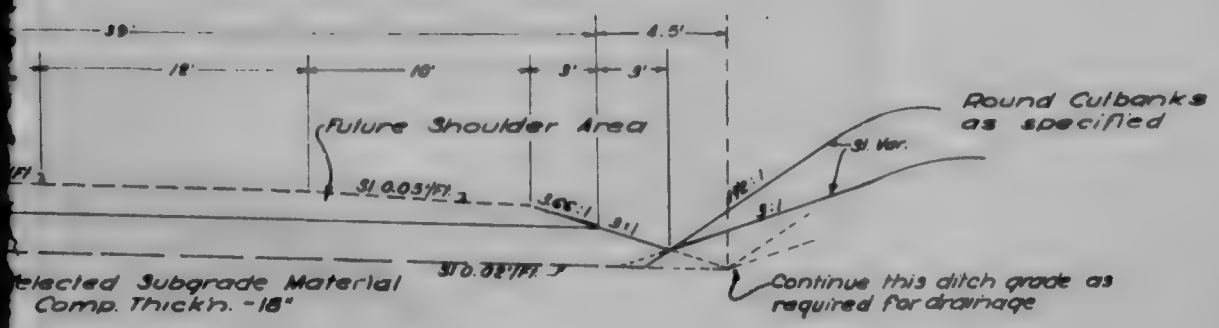
S U M M A R Y

Length of Project 3.695 Miles

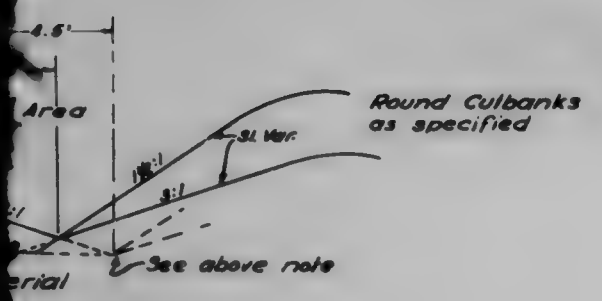
ITEM	UNIT	MILE					NET QUANTITY	ALLOWANCE	TOTAL	Segregation of Quantities	
		18	19	20	21	22				*2-Lane	**4-Lane
Clearing and Grubbing	All						All		All	All	All
Removal of Pavement	Sq. Yds.				3398		3398	342	3740	3740	
Structural Excavation, Unclassified	Cu. Yd.	7	66	350	236	116	775	75	850	500	350
Trench Excavation, Unclassified	Cu. Yd.	5	100	8	30	25	168	12	180	100	80
General Excavation, Unclassified	Cu. Yd.	34,062	105,568	165,211	205,901	24,370	535,092	53,508	588,600	462,200	126,400
Short Overhaul	Yd. Sta.		244,140	804,730	569,894	357,650	1,976,414	197,586	2,174,000	1,147,000	1,027,000
Long Overhaul	C-Yd. Sta		2,779	13,078	9,736	15,803	41,396	4,104	45,500	17,400	28,100
Finishing Roadbed and Slopes	Mile	0.27	0.58	0.87	0.91	0.73	3.26		3.26	2.15	1.11
Rounding Cutbanks	Lin. Ft	1400	425	4,027	7,825	150	13,527	1373	14,900	12,600	2,300
24-inch Half-circle Corrugated Metal Pipe	Lin. Ft.		42				42	8	50	50	
60-inch Corrugated Metal Pipe, Protected Invert	Lin. Ft.		156				156	14	170	170	
72-inch Corrugated Metal Pipe, Protected Invert	Lin. Ft.		182				182	18	200		200
84-inch Corrugated Metal Pipe, Uncoated	Lin. Ft.			90			90	10	100	100	
90-inch Structural Plate Pipe	Lin. Ft.				214		214	6	220		220
6-inch Metal Drain Pipe, Coated	Lin. Ft.		129				129	11	140	140	
6-inch Perforated Metal Drain Pipe, Coated	Lin. Ft.			594	150		744	76	820	650	170
48"-0 Backfill in Drains	Cu. Yd.			98	18		116	14	130	110	20
12" Concrete Pipe	Lin. Ft.				21		21	9	30	30	
18" Concrete Pipe	Lin. Ft.	36	405	24	366	240	1071	129	1200	590	610
24" Concrete Pipe	Lin. Ft.			118			118	12	130	130	
30" Concrete Pipe	Lin. Ft.				180	216	396	34	430		430
36" Concrete Pipe, Extra Strength	Lin. Ft			228			228	22	250	250	
Concrete Catch Basins	one				1		1		1	1	
Class "A" Concrete	Cu. Yd.			113		57	170	10	180	120	60
Metal Reinforcement	Lbs.			20,685		8241	28,926	1,974	30,900	21,700	8,600
Class "B" Asphaltic Concrete	Ton						651	29	680		680

FAIRGROUNDS - SHADY UNIT DEADY - SHADY SECT. PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No. 2-A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	BFI-78(18)		See Index

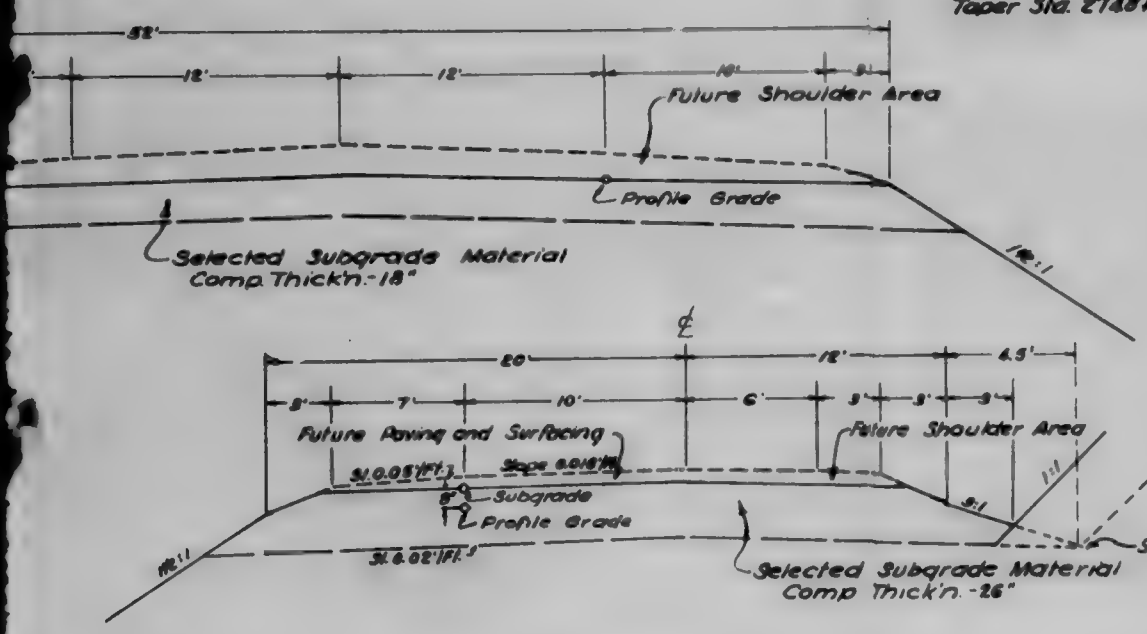
C T I O N S



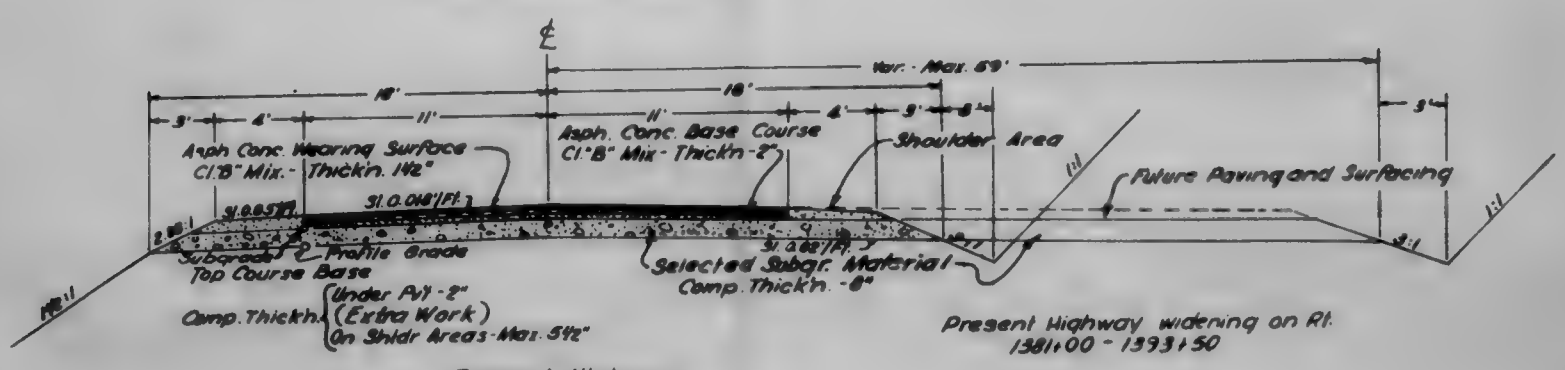
Taper Sta's. 2625+00 - 2639+09
2664+50 - 2672+50
2685+00 - 2693+00



Taper Sta. 2748+44.10 - 2761+70.53



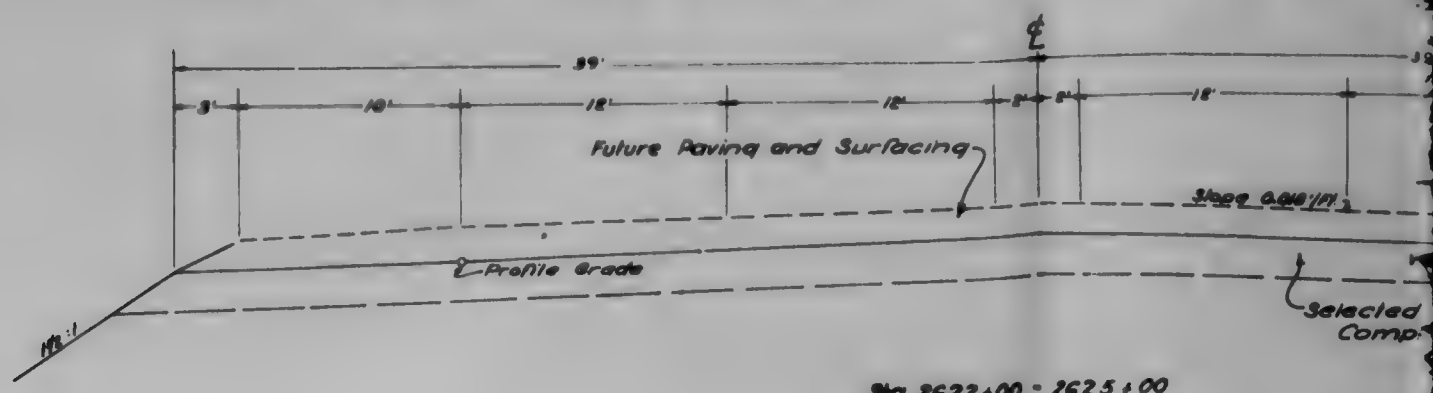
"F2" Line 2622+00 - 2623+70



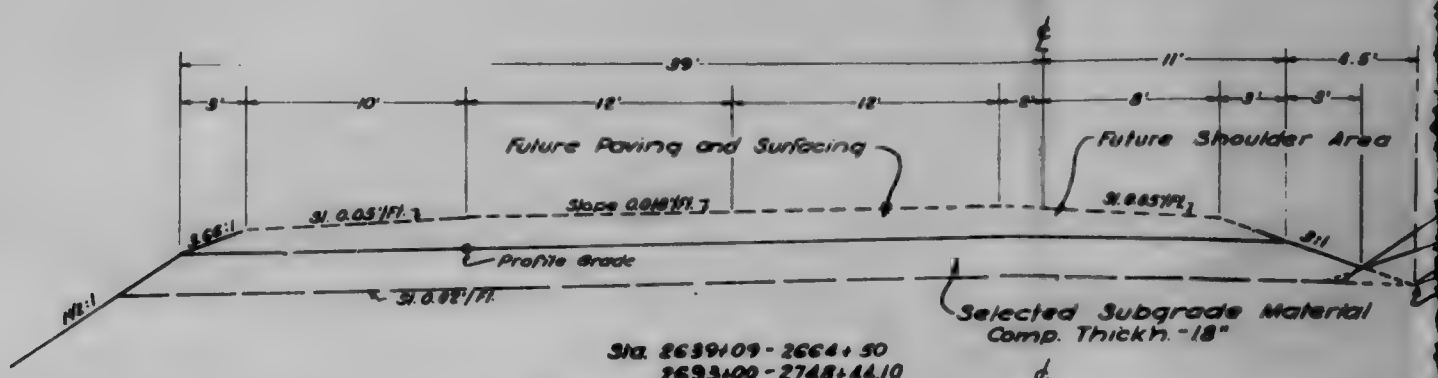
Present Highway
Sta. 1388+60 - 1402+50

Present Highway widening on Rt.
1381+00 - 1393+50

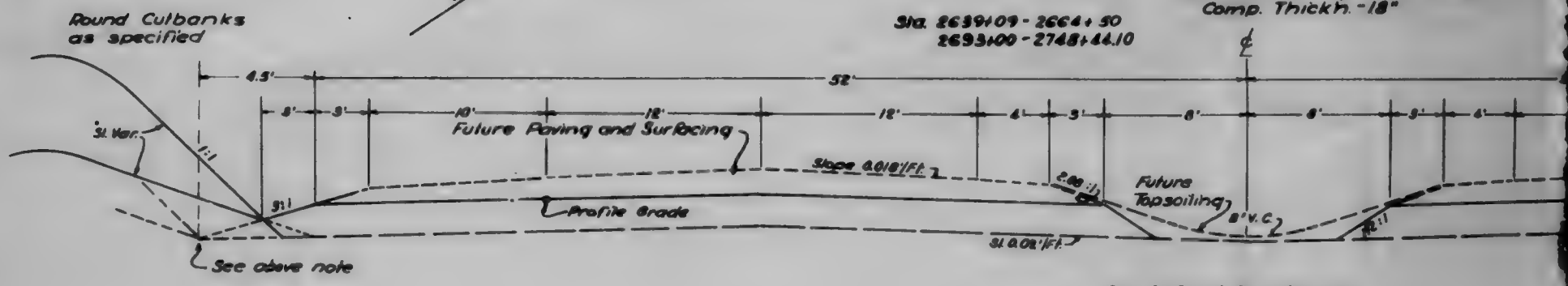
T Y P I C A L S E C



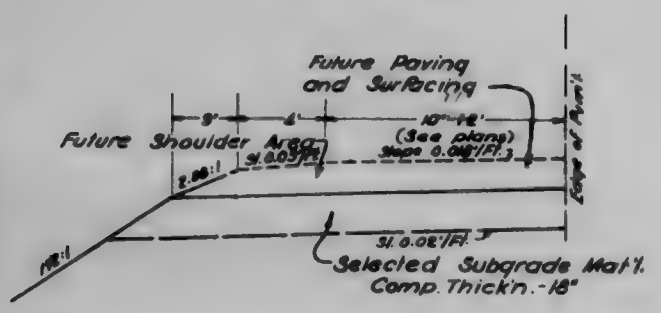
Sta. 2622+00 - 2625+00
2672+50 - 2685+00



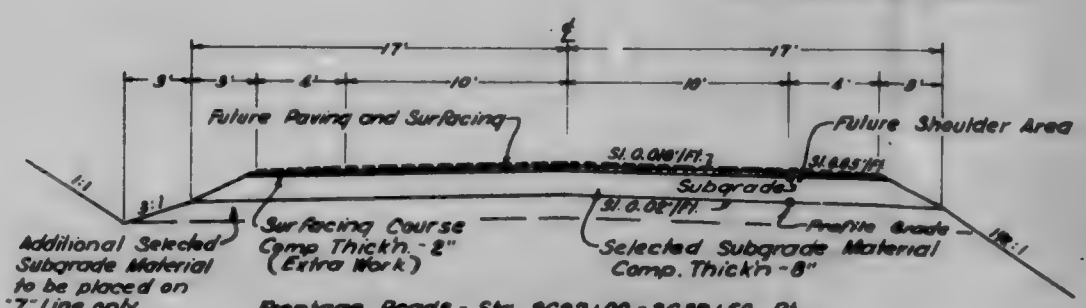
Sta. 2639+09 - 2664+50
2693+00 - 2748+44.10



Sta. 2761+70.33 - 2806+55

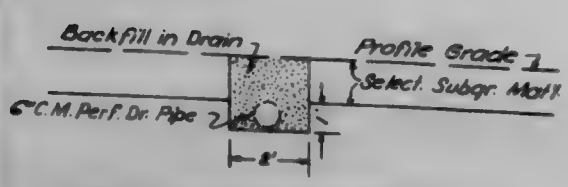


Acceleration and Deceleration Lanes
(See Plans)

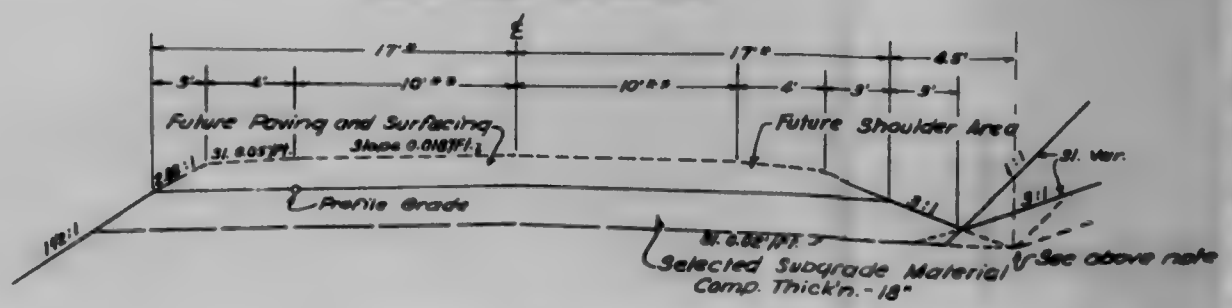

Future Paving and Surfacing
Future Shoulder Area
Sl. 0.018'/Ft.
Sl. 0.65'/Ft.
Subgrade
Sl. 0.02'/Ft.
Profile Grade
Additional Selected Subgrade Material to be placed on "Z" Line only. Comp. Thickn. - 8"
Surfacing Course Comp. Thickn. - 2" (Extra Work)
Selected Subgrade Material Comp. Thickn. - 8"

Frontage Roads - Sta. 2622+00 - 2639+50 Rt.
2683+50 - 2697+00 Lt.
"Z" Line 26+00 - 34+00
"Q" Line 2674+54 - 2687+83
"Qz" Line 2685+40 - 2687+83

County Road Connection



Detail of Roadbed Cut-off Trench
To be constructed where shown on plans or as directed.



"A", "B", "C", "D", "E", and "F" Lines

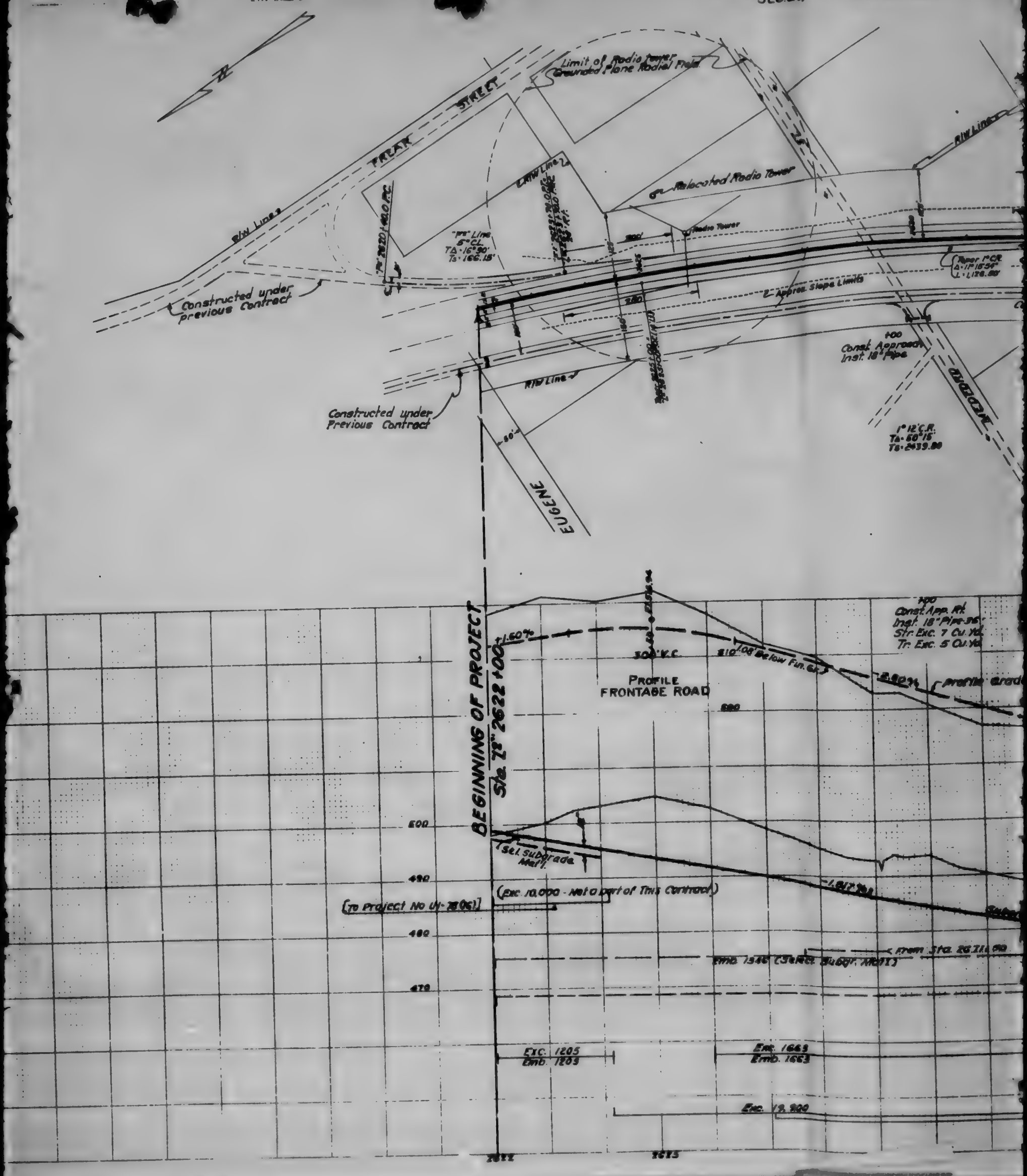
* 18' on "A" Line
** 11' on "A" Line

FAIRGROUNDS - SHADY UNIT DEADY - SHADY SECT. PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	BFI-78(18)		See Index

SOUTH UMPQUA RIVER

PROFILE FR LINE

SEC. 25, T. 27 S., R. 6 W. W.M.



R.6W. W.M.

FAIRGROUNDS - SHADY UNIT DEADY - SHADY SECT PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET NO. 4
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
R	OREGON	BFI-78(18)		

RIVER

Section 26

Section 35

1°00' C.L.
Ta = 17°45'30"
Ts = 3091.51

Rees Nod Instl. 18" Pipe

Approx. Slope Limits

Future Pvmt.

C.L.

R/W Line

Line

Future Pvmt.

Profile Grade 6" Below Subgr.

EL 466.37

(See Sheet 3)

Insl. 18" Pipe - 64'
400 Str. Exc. 11 Cu. Yd.
Tr. Exc. 9 Cu. Yd.

0.18%

Subgrade Mat'l.

(Additional Exc. For Selected Subgr. Mat'l.)

Exc. 6160

Exc. 792
Emb. 792 (Select Subgr. Mat'l.)

Exc. 2090 (Select Subgr. Material)

Emb. 1089

Exc. 6564 (Select Subgr. Material)

Exc. 1091
Emb. 1091

Exc. 11,743
Emb. 11,743

Exc. 5613
Emb. 5613

Exc. 290
Emb. 290

Exc. 4569

Exc. 180
Exc. 180

Exc. 7737

Exc. 2114

Exc. 6100

S.O.H. 9978 Yd. Sta.

L.O.H. 24 C.Yd. Sta.

L.O.H. 878 C.Yd. Sta.

S.O.H. 15,000 Yd. Sta.

Emb. 6100

2665

T.27S., R.6W. W.M.

SOUTH

UMPQUA

Section 25
Section 26

400' Sp.
S: 2°
e: 0.25

400' Sp.
S: 2°24'
e: 0.3

1°00' C.L.
Ta: 17°45'30"
Tt: 3091.51

S.51°04' R/W

County Road

Approx. Slope Limits

℄ R/W Line

℄ 2644+23.55 P.C.S.

℄ 2650+23.55 P.T.

℄ 2655+03.79 P.S.

℄ 2655+03.79 P.S.C.

125'

250

P.I. 1459.58

Subgrade

+0.18%

Selected Subgr. Mat'l.

(Select Subgr. Material)

Emb. 1764

Exc. 1764

Exc. 701
Emb. 701

Exc. 1068

Exc. 343
Emb. 343

Exc. 428
Emb. 428

(Select Subgr. Material)

Exc. 1183
Emb. 1183

S.O.H. 4700 Yd. Sta. (Select Subgr. Material)

Emb. 1048

Sta. 2622+00 - 2644+12

(Select Subgr. Material)

Exc. 4090

Exc. 4636

S.O.H. 9800 Yd. Sta.

Exc. 1400
Emb. 1200

Exc. 533
Emb. 533

Exc. 7
Emb. 7

Exc. 8986
Emb. 8986

Emb. 1063

S.O.H. 46422 Yd. Sta.

Emb. 7737

Emb. 19,900

Emb. 6100

1540

1560

1535

1560

W.M.

FAIRGROUNDS - SHADY UNIT DEADY - SHADY SECT PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No. 5
FED. ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	DFI-78(18)		See Index

RIVER

UA

175 Const Roadbed Cutoff Trench
Inst. 6" C.M. Perf Dr Pipe

125-Const Roadbed Cutoff Trench
Inst. 5" C.M. Perf. Dr. Pipe

+60 Const Roadbed Cut-off Trench
Inst. 6" C.M. Perf. Dr. Pipe

+00 Inst. 6" C.M. Perf. Dr. Pipe
Const 4' Bottom Ditch - 1½ : 1 Sl.

Inst. 24" Pipe
Const. 4' Bottom Ditch - 1½ : 1 Slopes

R/W Line

County Road

Approx. Slope Limits

Inst. 6" C.M. Perf. Dr. Pipe

Approx. Slope Limits

R/W Line

Note: Test holes shown were drilled by 8" vertical power auger at centerline.

S.O.H. 3500 Yd. Sta. L.O.H. 3100 C. Yd. Sta.
(Select. Subgr. Mat'l.) Emb. 11,800

Strip peat material as directed.

Exc. 748 (Front Rd.)
Emb. 748

Subgrade

Sel. Subgrade Mat'l.

3000' V.C.

S.O.H. 63,000 Yd. Sta.

Exc. 23000

Exc. 9261

Emb. 9377

Exc. 93,000

To 2732.480

2695

2700

2705

2710

SEC. 35, T. 27S., R 6W. W.M.

SOUTH

UMPQUA

"Q" Line

Abandon Const. Road

Not Struct. to be Const. under Sep. contract

See Sh. 74 for Profile Const. Frontage Road

Future Pvmt.

R/W Line

Relined 72" C.M. Pipe, Prof. Ink. - 182'

Inst. 72" C.M. Pipe, Prof. Ink. - 182'

Inst. 18" Pipe

Inst. 18" Pipe - 63' Str. Exc. 14 Cu. Yd. Tr. Exc. 3 Cu. Yd.

Inst. 18" Pipe Lt. - 36' Str. Exc. 8 Cu. Yd. Tr. Exc. 5 Cu. Yd.

Inst. 18" Pipe Lt. - 63' Inst. 24" C.M. Half Circle Pipe Lt. - 42' Inst. 6" Corr. Metal Pipe (Conduit) - 63' Str. Exc. 22 Cu. Yd. Tr. Exc. 22 Cu. Yd.

Inst. 36" Pipe (Extra Str.) - 228' Str. Exc. 22 Cu. Yd. Tr. Exc. 5 Cu. Yd.

Inst. 18" Pipe Lt. - 63' Inst. 24" C.M. Half Circle Pipe Lt. - 42' Inst. 6" Corr. Metal Pipe (Conduit) - 63' Str. Exc. 11 Cu. Yd. Tr. Exc. 9 Cu. Yd.

Inst. 18" Pipe Inst. 24" C.M. Half Circle Pipe Lt. Inst. 6" C.M. Pipe (Conduit)

Inst. 6" Corr. Metal Pipe (Conduit) (Front Rd.)

Inst. 36" Pipe (Extra Str.)

Cur. Conc. Porch

B.M. El. 481.42

Profile Grade 8" Below Subgr.

Note: Match 2% Grade At.

Note: Struct. to be Const. Under Separate Contract

For Profile of Front Road, See Sh. No. 9.

(Select Subgr. Matl.)

Subgrade

Sel. Subgrade Material

Strip pvmt. as dir.

Exc. 5974 (Front Road)

Emb. 5974

Exc. 1081 (Front Rd.)

Emb. 1081

Exc. 743

Emb. 743

Exc. 1980

Emb. 1980

Exc. 9253

Emb. 9253

Exc. 3269

Exc. 4241

Emb. 4241

Exc. 2881

Emb. 2881

Emb. 22,331

Emb. 2114

S.O.H. 2890 Yd. Sta.

S.O.H. 2500 Yd. Sta.

S.O.H. 12,684 Yd. Sta.

L.O.H. 73 C. Yd. Sta.

See Sheet 4

From 2671+50

From 2675+85

From 2676+30

2670

2680

2685

2690

FAIRGROUNDS - SHADY UNIT DEADY - SHADY SECT PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No 6
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	BFI-78(18)		See Index

Section 36
Section 35
Section 2
S. Line W.C. Wynne D.L.C.
Approx. Slope Limits
Future Pvmt.
Const Drain Ditch
R/W Line
RIVER
UMPQUA
SOUTH
20
20 21
Note: Struct to be Const Under separate Contract
Beginning of Structure
21+ Sta. 2734.18
T. 27 S. R. 6 W. W.M.
T. 28 S. R. 6 W. W.M.

SECTION
Const Drain Ditch Pvt.
18in. Dia. Inch. In Dist. Section
21+432.69
1800' V.C.
+.10
Note: Struct to be Const. under Separate Contract
Exc. 13.57 (Drain Ditch Pvt.)
Emb. 14.35
Emb. 2.71
Emb. 99.139
2730
2735
2740
2742

W Line W.C. Wagner D.L.C.

County Road

Approx. Slope Limits

Existing Ground

Subgrade

Sta. Subgrade Natl.

Exc. 2086
Emb. 2225

Exc. 23800

Exc. 9253

Emb. 9867

Emb. 23771

(See Sh. 5 for Quantities)

(See Sh. 6 for Quantities)

S.O.M. 559,000 yd³ Sta.

S.O.M. 68,700 yd³ Sta.

L.O.M. 9837 yd³ Sta.

2710

2715

2720

2725

FAIRGROUNDS - SHADY UNIT DEADY - SHADY SECT. PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No. 7
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	BFI-78(6)		See Index

Section 1

Section 2

Note: Structures to be constructed under separate contract.

"C"-Line (See Sheet 7-A)

"Z"-Line

PROFILE "Z" LINE

2760 - 2770 + 50 Lf. Install 6" Perf. Metal Drain Pipe - 150' Str. Exc. 20 C.Y. Backfill in Drain 18 C.Y.

Excavation 11,150 C.Y.
Embankment 10,800 C.Y.

Excavation 1270 C.Y.
Embankment 1230 C.Y.

Haul 19 2775+68 - 2808+58

3 O.H. 277,534 Yd. Sta.
3 O.H. 82,440 Yd. Sta.
3 O.H. 54,900 Yd. Sta.

L.O.H. 5323 C. Yd. Sta.
L.O.H. 189 C. Yd. Sta.

Embankment 13,238

2760
2765
2770

T.28S. R.6W. W.M.

R/W Line

30' Present Hwy
East 18' Curb Pine - 60'

4" Water Main

8" Water Main

End of Structure
2" 2743+00.5

Const. Structure to be Const. under Stage Const.

End of Structure
2" 2743+00.5

(See Sheet T-4A for ditch location)

"B" Line
(See Sheet T-4)

Future pvmt

Const 4' Bottom Ditch - 1956'

Approx. slope limits

Min. 6' Per

NB 2753+50 - 21.11'
S 13d 7' 68.25'

Const. 8" Perf. Metal Drain Pipe - 300'

4" Water Main

2" Water Main

Rt. Line 2

2" 2743+39.7 B.C.

2" 2744+38.7 P.C.C.

2" 2744+52 P.O.T.

2" 2744+52.7 P.S.

2" 2744+52 P.O.T.
R.R. 195+50.7 P.S.S.

R/W Line

4" C.I. Water Main

C. R/W Line

SOUTHERN PACIFIC R.R. CO.

2" 2742+31.5 P.O.T.
R.R. 195+50.7 P.S.S.

2" 2744+32 P.O.T.
2" 2744+52.7 P.S.S.

2" 2744+32 P.C.C.

2" 2744+52 P.O.T.

2" 2744+52.7 P.S.S.

2" 2744+52 P.O.T.

2" 2744+52 P.O.T.

2" 2744+52 P.O.T

FAIRGROUNDS - SHADY UNIT DEADY - SHADY SECT PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No. 7-A
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	BFI - 78 (18)		See Index

R/W Line

4' Bottom ditch (see sheet 7)

"C" Line
20° C.L.
Δ = 45°57'50"
Ts = 121.50'
L = 229.82

"C" Line

Future pvmt.

2° Curve

Future raised asphaltic bars

Install 18" Pipe - 60'

Present Pacific Hwy

East R/W Line

"C" Line
6° C.R
Δ = 28°45'
Ts = 245.18'
L = 480.00'

PROFILE "C" LINE

PROFILE PRESENT PACIFIC HWY

SOUTH

UMPQUA

RIVER

PACIFIC R.R.

SOUTHERN PACIFIC R.R.

Future pwr.

Future raised cse.

Present Hwy

Present Hwy 400' spiral

"B" Line

"A" Line

Tent Mill

Sec. 35 | Sec. 36 | T 27 S., R. 6 W., W.M. | SAINT MCWAGNER D.L.C. NO. 55

Sec. 2 | Sec. 1 | T 28 S., R. 6 W., W.M.

FAIRGROUNDS - SHADY UNIT DEADY - SHADY SECT PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No. 8
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	BFI-78(18)		See Index

T. 28 S., R. 6 W., W.M.

"A" LINE

"D" LINE

"A" 1284+67.49 PCS

"A" 1287+46 End of Structure

"A" 1289+22 End of Structure

"A" 1289+17.49 PT

"A" 1288+97.49 P.O.S.T.

"A" 2798+72.74 P.O.T.

"A" +50 Install 18" Pipe - 99'

"A" 1227 - Install 30" Pipe - 51'

"D" +35 Install 30" Pipe - 75'

Const. 4' Bottom Ditch - 400'

Const. 4' Bottom Ditch - 550'

Const. 4' Bottom Ditch - 150'

Const. 4' Bottom Ditch - 290'

"A" 2775 - Install 30" Pipe - 141'

Const. 4' Bottom Ditch - 970'

Future Pvmt.

Future Pvmt.

Poor Slope Limits

Poor Slope Limits

R/W Line

R/W Line

"A" Line C.C.R. Δ = 94°00' R = 805.90' L.M.C. = 1066.67'

"D" Line C.C.R. Δ = 90°50' Δ = 58°44'15" R = 921.24' L = 1679.14'

"A" Line 450' Spiral S = 1°15'30" Q = 1.483

S. 0° 24' 10" W.

N. LINE CHARLES W. SMITH D.L.C. NO. 43

21 / 21 / 22

End of Project Sta. 2805+55

Sta 2846 - 2850 - Borrow Area on Future Line for 18,377 Cu. Yd. Selected Subgrade Material.

1" = 1000'

2795

2800

2805

2790

2810

2820

2830

2840

2850

1285

1290

1295

1300

1305

1310

1315

1320

1325

1330

1335

1340

1345

1350

1355

1360

1365

1370

1375

1380

1385

1390

1395

1400

1405

1410

1415

1420

1425

1430

1435

1440

1445

1450

1455

1460

1465

1470

1475

1480

"A" Line
6° C L
Δ = 32° 15' 45"
Ts = 503.32'
LMC 87.71

"A" Line
450' Spiral
S = 15° 30'
a = 1.333

"A" Line
450' Spiral
S = 15° 30'
a = 1.333

"A" Line
450' Spiral
S = 15° 30'
a = 1.333

"F" LINE

"F" Line
Δ32.02' R.C.
Δ = 16° 14' 15"
Ts = 153.00
LMC = 109.36'

"A" 12+00.88 P.S.C.

"A" 13+09.36 P.T.

"A" 12+64.83 P.S.C.

"A" 12+75 P.C.S.

"A" 12+80 Install - 18" Pipe - 72'

"A" 12+64.83 P.C.S.

"A" 12+75 P.C.S.

"A" 12+80.00 P.T.S.

"A" 13+31.80 P.S.C.

"A" 13+93.75 P.T.S.

Const. 4' Bottom Ditch - 650'

Const. 6' Bottom Ditch - 150'

Const. 4' Bottom Ditch - 400'

Const. 4' Bottom Ditch - 630'

Const. 4' Bottom Ditch - 970'

Const 4' Bottom ditch - 200'

Future Pvmt.

Appr. slope limits

RW Line

Northbound

Southbound

Section 1

Section 2

39' Rt. L 2789+61.14 P.O.T. = 0+00

30" Install 30" Pipe - 176'

48" Inst. 90° 12 Gauge Multi-plate Pipe 216'

PROFILE "F" LINE

PROFILE "A" LINE

TYPICAL SECTION-DRAIN DITCHES

(QUANTITIES INCL. IN DISTRIBUTION SHOWN)

Subgrade

Select subgr. mat'l

200' V.C.

400' V.C.

600' V.C.

Match "L" Grade from here

"A" 12+65+20 Inst. 18" Pipe - 72'
Str. Exc. 14 C.Y.

"A" 12+80 Inst. 30" Pipe - 72'
Str. Exc. 22 C.Y.

"A" 12+80 Inst. 30" Pipe - 48'
Str. Exc. 20 C.Y.

"A" 13+31.80 Inst. 30" Pipe - 48'
Str. Exc. 20 C.Y.

Exc. 13750 (Incl. 2" Line)

Exc. 2400 (Incl. 2" Line)

Exc. 350
Emb. 307

Exc. 350
Emb. 326

Exc. 70
Emb. 72

Exc. 70
Emb. 284

2775

2780

2785

SURVEY
ORIGINAL SURVEY
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

FAIRGROUNDS - SHADY UNIT DEADY - SHADY SECT. PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No 9
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS Index
8	OREGON	BFI-76(18)		

T. 28 S., R. 6 W., WM.

W LINE CHARLES W SMITH D.L.C. NO 43

"A" 1304+80
Const. Rd Appr - Lt

WATTS ACRES

"A" 1306+80 - Rt
Const. County Road Conn.
R/W Line 7

"A" 1315 Const. Conc. Box Culvert - 49'

"A" +00 - Install 18" Pipe - 34'

"A" +10 Rt. Install 18" Pipe - 39'

Estl. R/W Line

"A" 1300+00 = N 89°00'00" E 1300.00' POS. Estl. Hwy. =

"A" LINE

S. 59° 08' 25" W

Future Pvmt

Future pvmt widening - S

R/W Line

Future Pvmt

Const. Co Rd Conn.

Install 18" Pipe - 48'
Co Rd Conn

Remove 2 Pipes
Estl 6" Conc Pipe
Estl 12" Conc Pipe

Future raised asphaltic bars

Estl. R/W Line

Existing Hwy.
℄ C L
Δ = 46° 22'
Ts = 955 6'
Ts = 828.5'
L M C = 600.1'

780' Spiral
S = 14° 00'
α = 0.5714

"A" 1322+74 P.S.C.

Estl 12" Conc Pipe
Remove

Present Pacific Hwy

6 Cd 90.90 @ 26'

400' Spiral
S = 8° 00'
α = 1.00

Match Present
Road at el.
509.98

ERVIN PLAT

Profile Frontage Road

Sta. 2685+00 - 2697

"A" 1305

"A" 1310

"A" 1315

"A" 1320

Section 1

Section 2

S 0° 24' 10" W

S 082

"E" LINE

"A" LINE

"D" LINE

Future Pvmt.

East Co-axial Cable

Future raised asphaltic bars

RW Line

"E" Line
10° C.R.
Δ = 121° 15' 45"
Ts = 1059.54'
Ts = 1278.22

500' Spiral
S = 25° 00'
a = 2.0

"D" Line
5° 30' C.R.
Δ = 58° 44' 15"
Ts = 921.24'
L = 1679.14'

PT = 178.14
E 1297.96 S 80° 11' W

3" 0.00 P.S.
E 1301.62 S 4° 01' 11" W

CHARLES M. ERVIN

PROFILE "D" LINE

PROFILE "E" LINE

PROFILE "A" LINE

"A" 1295

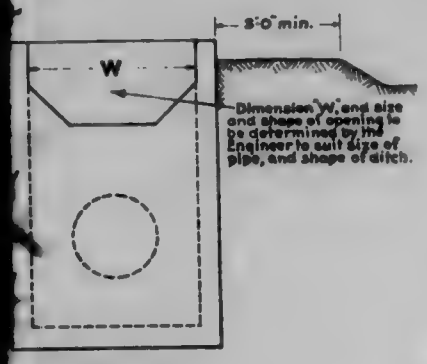
"A" 1300

FINAL SURVEY

ORIGINAL SURVEY

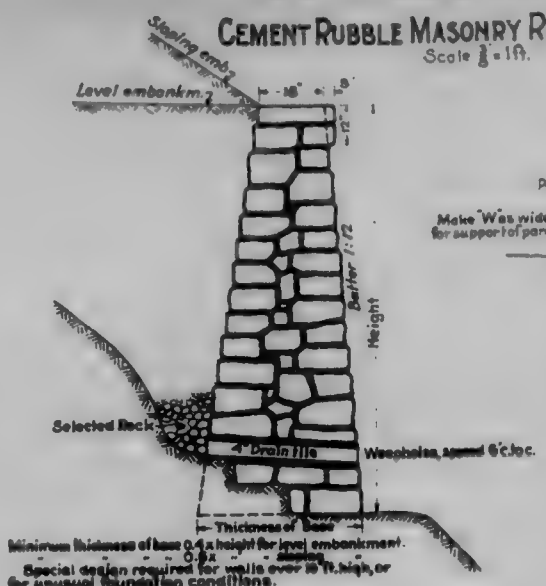
d metal pipe is used, the seams and
s shall be close riveted, and soldered;
nall be made watertight by p.acing
ed burlap under the coupling bands.
pipe is used, joints shall be made
y mortar collars constructed as
etail below.

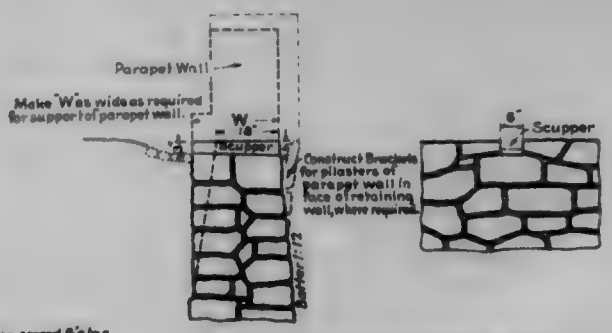
CEMENT MORTAR COLLAR
ngue & Groove Concrete Pipe



END VIEW

CEMENT RUBBLE MASONRY RETAINING WALL
Scale ⅜" = 1ft.

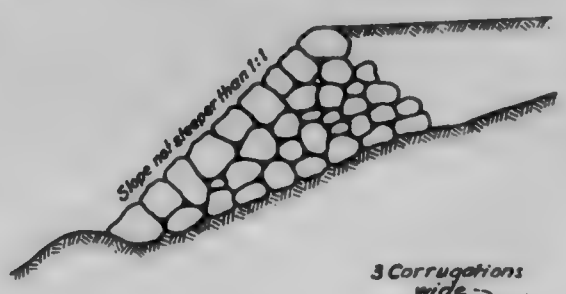

Sloping emb.
Level embankment
Batter 1:12
Height
Selected Rock
4" Drain Tile
Weepholes, spaced 6'c.to.c.
Thickness of Base
Minimum thickness of base 0.4 x height for level embankment.
" " 0.8x " " sloping " "
Special design required for walls over 16 ft. high, or for unusual foundation conditions.



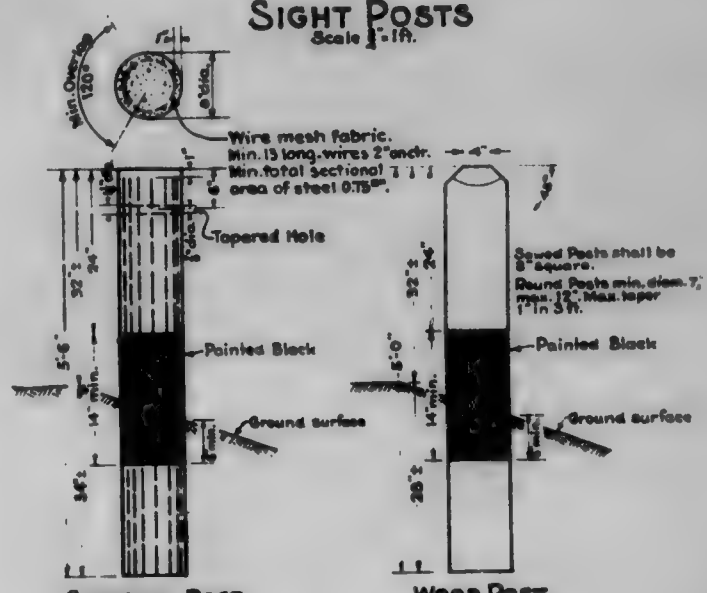
Where parapet wall is to be constructed on top of retaining wall, Scuppers as shown shall be built into retaining wall, spaced about 30'c. to c. Coping to be omitted.

DETAIL of TOP of RETAINING WALL
On which Parapet Wall is to be constructed

HAND PLACED ROCK SLOPE
No Scale

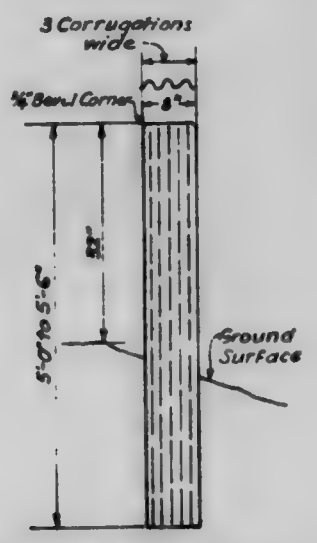


SIGHT POSTS
Scale 1" = 1ft.


Min. Overlap 120°
Wire mesh fabric.
Min. 13 long. wires 2" on ctr.
Min. total Sectional area of steel 0.15 sq in.
Tapered Hole
Painted Black
Ground surface
Sawed Posts shall be 8" square.
Round Posts min. diam. 7", max. 12". Max. taper 1" in 5 ft.
Painted Black
Ground surface

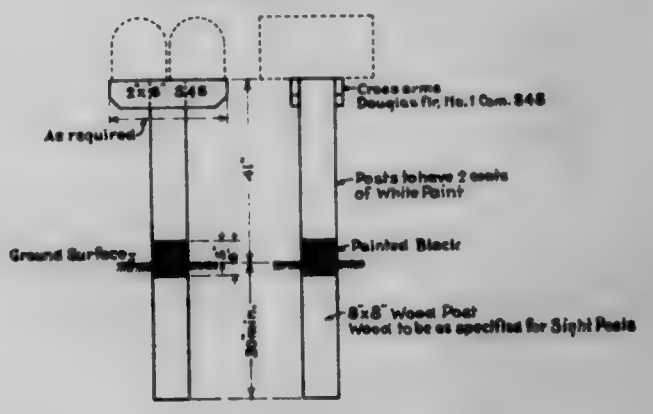
CONCRETE POST
Adopted Sept. 1949.

WOOD POST

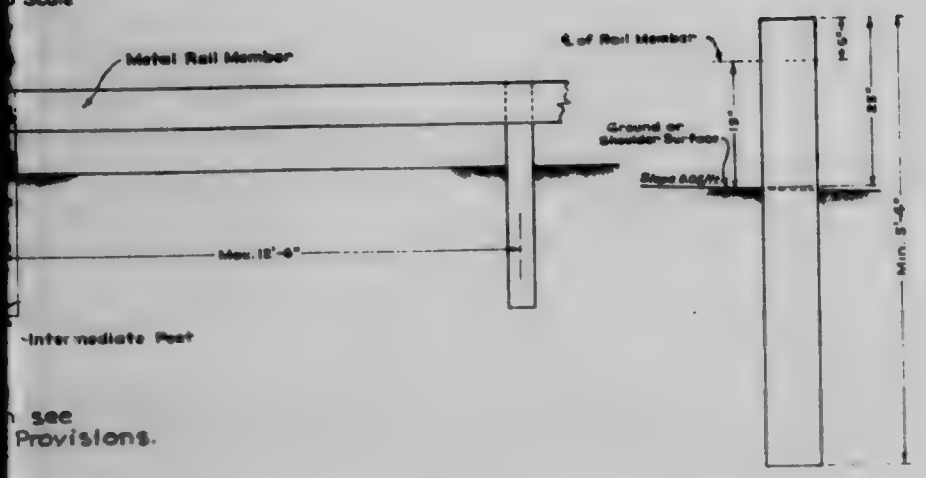


METAL SIGHT POST
Adopted April, 1953

MAIL BOX POST
Scale ½" = 1ft.


2"x8" S4S
As required
Cross arms Douglas fir, No. 1 Com. S4S
Posts to have 2 coats of White Paint
Ground Surface
Painted Black
8"x8" Wood Post
Wood to be as specified for Sight Posts

GUARD RAIL
Scale



see
Provisions.

POST INSTALLATION

OREGON STATE HIGHWAY DEPARTMENT

Details of

MISCELLANEOUS STRUCTURES
FOR INTERURBAN PROJECTS

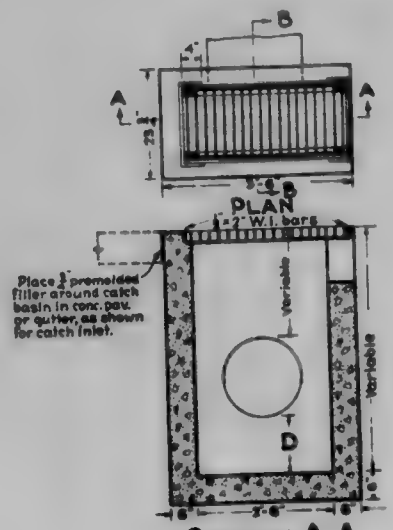
Scales: As Shown Aug., 1940

Revised: Oct. 1940.
" Sept. 1949.
" Sept. 1953

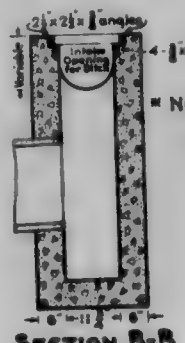
DRG. No. 2051

CONCRETE CATCH BASIN

Scale ½"=1ft.



SECTION A-A



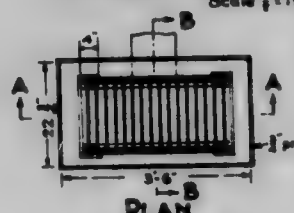
SECTION B-B

NOTE:
Catch Basin shown is for location in ditch.
Grating: ½"x2" W.I. bars, 2" c. to c., riveted to ⅜"x2" W.I. side bars through ⅝"x⅝" holes.
Overall dimensions of Grating 15½"x36"
Inside - - Frame 16"x36½"
For catch basins in streets, or not requiring a grate, inlets or catch inlets shall be used.
D = 6" for catch basin connected to culvert
D = 12" - C.B. connected to sewer, on paved street.
D = 24" - - - - - unpaved -
or partly paved street, or other unpaved area.
(D = 24" on all streets in City of Portland)

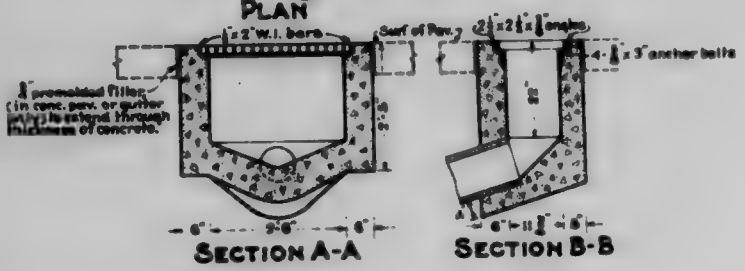
* NOTE:
½" fillet welds, on each side of each cross bar, may be substituted for riveting to side bars.

CONCRETE CATCH INLET

Scale ½"=1ft.



NOTE:
* Grating: ½"x2" W.I. bars, 2" c. to c., riveted to ½"x2" W.I. side bars through ⅝"x⅝" holes.
Overall dimensions of Grating 15½"x22"
Inside - - Frame 16"x32½"

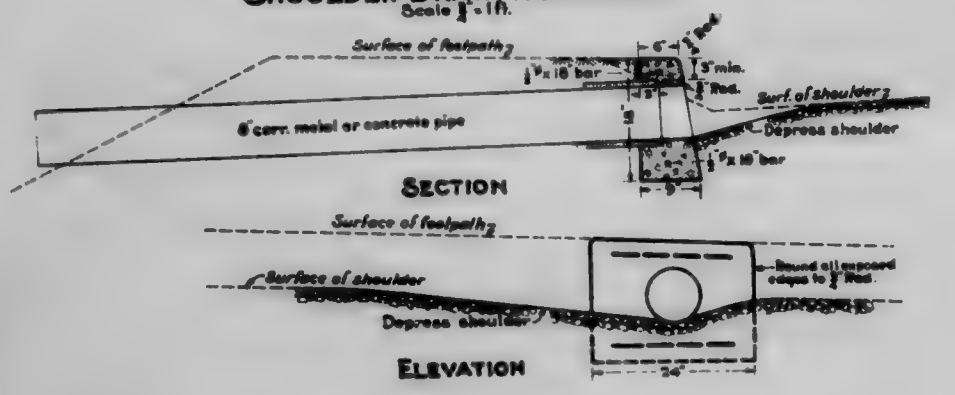


SECTION A-A

SECTION B-B

SHOULDER DRAIN HEADWALL

Scale ½"=1ft.



DESIGN for CORRUGATED METAL PIPE STRUTTING

For Pipes 42" or over in Diam.

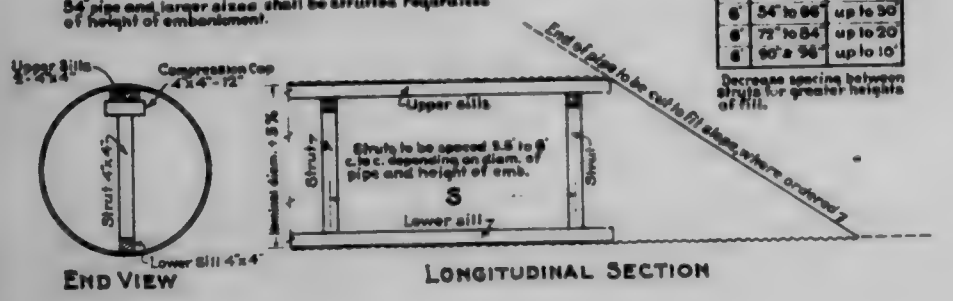
No Scale

NOTE:
42" pipe shall be strutted if emb. over pipe is more than 80'
48" - - - - - - - - - - - - - - - 20'
54" pipe and larger sizes shall be strutted regardless of height of embankment.

STRUT SPACING

S	Dia. of Pipe	Ht. of Fill
6'	48"	20' to 90'
6'	54" to 66"	up to 90'
6'	72" to 84"	up to 20'
6'	90" & 96"	up to 10'

Decrease spacing between struts for greater heights of fill.


Upper Sills 2-4"x4"
Compression Cap 4"x4"-12"
Strut 4"x4"
Lower Sill 4"x4"
END VIEW
Upper sills
Struts
Struts to be spaced 5.5' to 6' c. to c. depending on diam. of pipe and height of emb.
S
Lower sill
Struts
End of pipe to be cut to fit slope where ordered
LONGITUDINAL SECTION

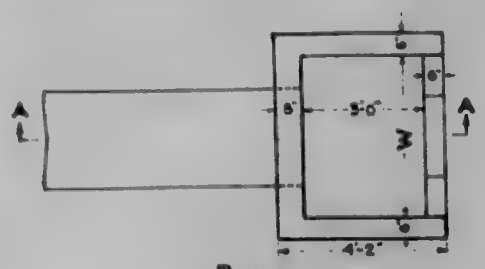
NOTE

All Concrete to be Class A

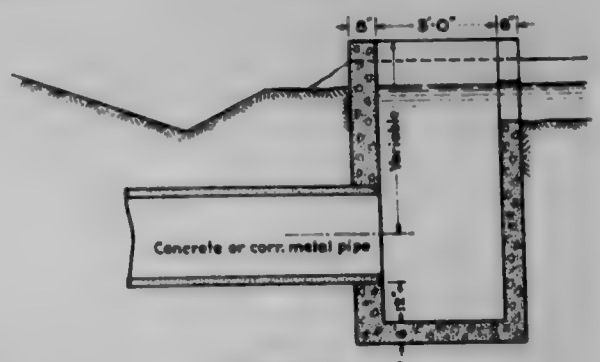
SIPHON

Scale ½"=1ft.

NOTE:
If corrugated metal pipe is used, the seam factory joints shall be close riveted, and field joints shall be made watertight by asphalt treated burlap under the coup
If concrete pipe is used, joints shall watertight by mortar collars construc shown on detail below.



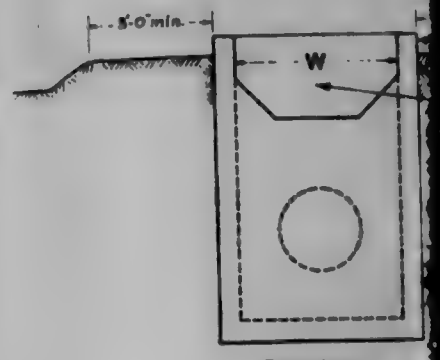
PLAN



SECTION A-A

DETAIL of CEMENT MORTAR

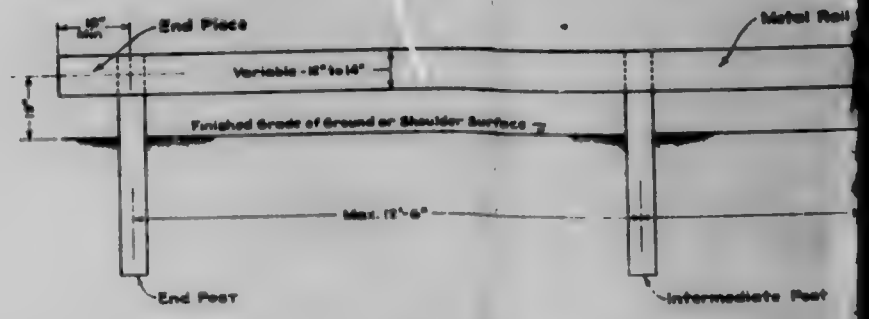
For Tongue & Groove Concrete P



END VIEW

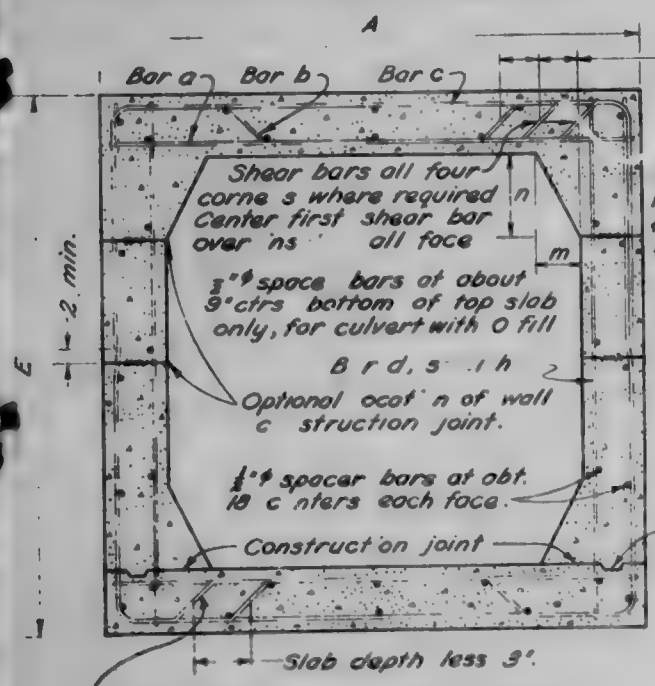
METAL GUARD RAIL

No Scale



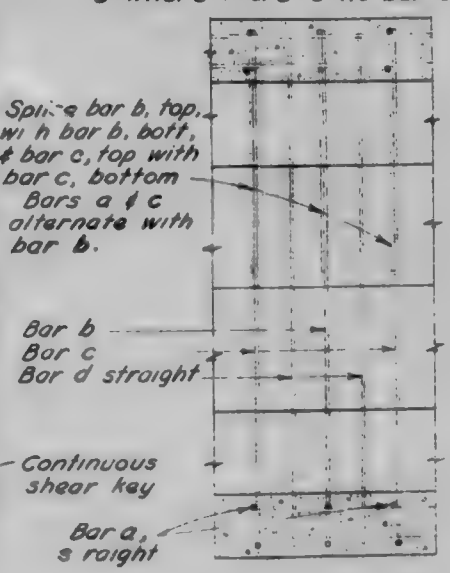
NOTE:
For details of Materials and Erection see Standard Specifications and Special Provisions.

SIZE Ft. WIDTH	SIZE Ft. HGT	FILL Ft.	QUANTITY Per Lin. Ft. CONC. C.Y.	QUANTITY Per Lin. Ft. STEEL Lbs.	DIMENSIONS Ft. & Ins. A	DIMENSIONS Ft. & Ins. E	DIMENSIONS Ins. SLAB	DIMENSIONS Ins. WALL	a SIZE	a SPC.	a LGTH.	b SIZE	b SPC.	b TOP LGT.	b TOP g	b BOTT. LGT.	b BOTT. g	b k	c SIZE	c SPC.	c TOP LGT.	c TOP g	c BOTT. LGT.	c BOTT. g	f	b.c SIZE	b.c SPC.	b.c LGTH.	d NO.	Long. Shear SIZE	Long. Shear SPC.	Long. Shear NO.	Long. Shear LGTH.
10	8	0	.962	170 58	11 2	9-4	8	7	5/8	5	10 11							5/8	8½	13-7	1-6	28-9	■-1	10-11	½	9	9 1	56					
·	·	10	996	199 27	11-2	9-5	8½	7	3/4	12	10-11	1/4	12	14 4	1-8	■-4	9 2	2 1	5/8	12	3 7	1 6	28-11	9 2	10 11	½	6	9 2	48					
·	·	20	1269	230.92	11-3	10-0	12	7½	1°	12	11-0	3/4	12	14-8	1-8	30-10	9 9	2-0	5/8	12	13-8	1-6	30-2	■ 9	11-0	½	6	9-9	48					
·	·	30	1404	288 74	11-4	10-3	13½	8	1°	11½	11-1	7/8	11½	15 4	1-11	31-6	10 0	1-10	5/8	11½	9-9	1-6	30 9	10-0	11 1	1/8	7½	10-0	48	3/8	7	8	2 7	
·	·	40	1650	345 35	11 4	10-10	17	8	1°	11	11 1	7/8	11	15-7	1-11	32 11	10 1	1 10	5/8	11	13-9	1-6	31-11	10-7	11-1	5/8	7½	10-7	48	½	6	8	3 4	
·	·	50	1718	312 86	11 5	10 11	17½	8½	1°	13	11 2	1°	13	16-0	2 1	33-2	10 8	1-10	5/8	13	13 10	1-6	32-2	10-8	11-2	5/8	7½	10-8	48	½	6	8	3 5	
·	·	60	1858	402.97	11 6	' 2	19	9	1°	10½	11-3	1/4	10½	16-3	2-1	33-1	10-11	1 10	5/8	10½	13-11	1-6	32 9	10-11	11-3	5/8	7½	10-11	48	½	6	8	3-7	
10	10	0	1130	195 70	11 4	11-3	7½	8	5/8	5½	11 1								5/8	7	13 9	1-6	32-9	11-0	11 1	½	8	11-0	60					
·	·	10	1200	209.26	11 4	11-5	8½	8	3/4	14	11-1	5/8	14	14-2	1-6	33 6	11-2	2-4	7/8	14	14-7	1 11	33-1	11 2	11-1	½	9	11-2	52					
·	·	20	1340	271.22	11-4	11-9	10½	8	7/8	14	11-1	7/8	14	15-2	1 11	34-4	11 6	2-2	7/8	14	14-7	1-11	33-9	11-6	11-1	½	9	11-6	52	3/8	7	4	2-3	
·	·	30	1514	306 53	1 -4	12-2	13	8	1°	12	11 1	1/4	12	14 10	1 8	35-4	11-11	2 0	7/8	12	14 7	1-11	34-7	11-11	11 1	½	9	11 11	52	3/8	6	8	2-7	
·	·	40	1655	318.34	11-4	12-6	15	8	7/8	10	11 1	7/8	10	15-5	1 11	36-1	12 3	1-10	5/8	10	13-9	1-6	35-3	12 3	11-1	½	9	12-3	52	½	10	8	3-1	
·	·	50	1759	350 74	11-4	12 9	16½	8	1°	11	11-1	1°	11	15-11	2-1	36-9	12-6	1-8	5/8	11	13 9	1-6	35-9	12-6	11 1	½	9	12 6	52	½	5½		3-4	
10	12	0	1.256	218 28	11-4	13 3	7½	8	5/8	6	11 1								5/8	6'	9	1 6	36 9	9	11	½	6½	13 0	64					
·	·	10	1361	23 88	11 4	13 6	9	8	½	11	11 1	½	11	13 8	1 3	3 8	13 3	2	7/8	11	14 7	1-11	37 3	13-3	11 1	½	7½	13 3	56					
·	·	20	1536	289 88	11-4	13 11	11½	8	8	10	11-1	5/8	10	4 4	1 6	38 8	13 8	2-0	7/8	10	14-7	1-11	38 1	13-8	11-1	½	7½	13 8	56					
·	·	30	1641	352 41	11 4	14 2	13	8	7/8	15	11-1	1°	15	15-4	1-11	39-4	13-11	1-10	7/8	15	14-9	2-1	38 7	13 11	11-1	½	7	13 11	56	1/8	7½	8	2-7	
·	·	40	1746	402 34	11-4	14-5	14½	8	3/4	10	11-1	7/8	10	15-5	1-11	39-11	14-2	1-8	7/8	10	14 7	1-11	39-1	14 2	11 1	½	6	14 2	56	½	0	8	3 1	
·	·	50	1816	459.35	11 4	14-7	15½	8	1°	12	11 1	1°	12	15 10	2-1	40 4	14-4	1-6	7/8	12	14 9	2 1	39-5	14 4	11 1	5/8	7	14 4	56	½	6	4	3-4	
12	8	0	1119	205 71	13-4	9-4	8	8	3/4	7	13-1								5/8	7	15-9	1 6	30-11	9-1	13-1	½	9	9-1	58					
·	·	10	1283	210 15	13-4	9 8	10	8	7/8	16	13-1	7/8	16	17 1	1-11	32-1	9-5	2-8	5/8	16	15 9	1-6	31-7	9 5	13-1	⅛	7	9-5	54					
·	·	20	57	288 71	13 4	10 3	13½	8	1°	16	13-1	1°	16	17 8	2 1	33-6	10-0	2 6	5/8	16	15 9	1 6	32-9	10-0	13-1	5/8	5½	10-0	54					
·	·	30	1818	8 09	13 4	10-9	16½	8	1°	7½	13 1								3/4	6'	16 1	1-8	33-9	10-6	13-1	3/4	7	10 6	54	3/8	7½	8	3-0	
·	·	40	1983	444 83	13-4	11 1	18½	8	1°	6	13-1								3/4	6	16-1	1-8	34 5	10-10	13-1	3/4	6½	10-10	54	3/8	6	8	3 2	
·	·	50	2.270	475.66	13-4	11-8	22	8	1⅛°	7	13 1								7/8	9	16-7	1-11	35-7	11-5	13-1	3/4	6	11-5	54	½	7	8	3-11	
12	10	0	1.265	227.61	13-4	11-4	8	8	3/4	7½	13-1								3/4	9½	16-1	1-8	34-11	11 1	13 1	5/8	11	11-1	64					
·	·	10	1428	242.24	13 4	11 8	10	8	7/8	18	13-1	7/8	18	17-1	1-11	36-1	11-5	2 7	7/8	18	16-7	1 11	35 7	11-5	13 1	⅛	8	11-5	60					
12	12	0	1391	247.24	13-4	13-4	8	8	3/4	8	13-1								3/4	9	16-1	1 8	35-11	13-1	13-1	5/8	10	13-1	68					
·	·	10	1554	273.10	13-4	13-8	10	8	3/4	16	13-1	3/4	16	16 7	1 8	40-1	13-5	2-6	1°	16	16-11	2-1	39 7	13-	13 1	½	9	13-5	64					
·	·	20	1.761	375.38	13-4	14-1	12½	8	1°	16	13 1	7/8	16	17-3	1-11	41 1	13-10	2 4	1°	16	16 1	2 1	40-5	13 10	13 1	½	9	13 10	64	3/8	8	4	2-6	
·	·	30	1.925	415.41	13-4	14-5	14½	8	1°	16	13-1	1°	16	17 9	2 1	41-11	14-2	2-2	1°	16	16 11	2-1	41 1	14-2	13-1	½	9	14 2	6	3/8	8	8	2 9	
·	·	40	2131	457.50	13 4	14-10	17	8	1°	12	13-1	1°	12	17-11	2-1	42-11	14-7	2 0	7/8	12	16-7	1-11	41-11	14 7	13 1		9	14 7	64	⅛	6	4	3-4	
·	·	50	2.295	475 78	13-4	15 2	19	8	1°	12	13-1	1°	12	18-1	2-1	43-9	14-11	1-10	3/4	12	16	-8	42-7	14-1	13-1	½	9	14-11	64	½	6	4	3-7	

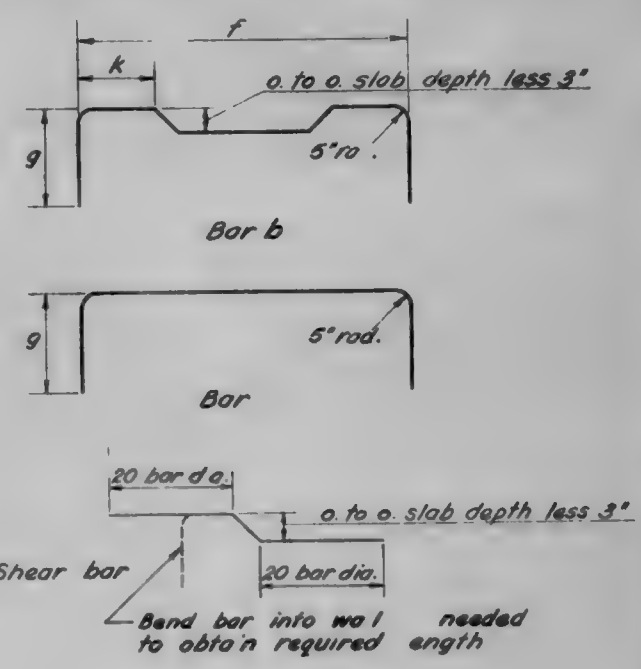

A
Bar a
Bar b
Bar c
Shear bars all four corners where required Center first shear bar over ins all face
n
m
½"ϕ space bars at about 9" ctrs bottom of top slab only, for culvert with 0 fill
Brd, s ih
Optional ocat' n of wall c struction joint.
½"ϕ spacer bars at obt. 18 c nters each face.
Construct'on joint
Slab depth less 3".
E
2 min.

Single shear bars all four corners whe e equired. Center over inside wall face where there is no bar b.

TYPICAL SECTION


Equal spacing of hear bars (Spacing equals slab depth le s 3" where there s no bar b)
Splice bar b, top, wi h bar b, bott, & bar c, top with bar c, bottom
Bars a & c alternate with bar b.
Bar b
Bar c
Bar d straight
Continuous shear key
Bar a, s raight

LONGIT. SECTION



REINFORCING BARS

FILLETS

Note. Taper fillets to 0" at ends of barrel on bottom slab only Taper 18" long.

Inside Box Height	m	n
3' 0"	0'-6"	1'-0"
4' "	0' 6"	1' 0"
5'	0'-6"	1' 0"
6'-0"	0 -6"	1 -3"
7'-0"	0'-6"	1'-6
8'-0"	0'-6"	1'-9"
9'-0"	0' 6"	2' 0"
10'-0"	0'-9"	2'-0"
11'-0"	0'-9"	2'-3"
12'-0"	0' 9"	2' 6"

GENERAL NOTES:

Concrete shall be class 'A' mix and shall attain a breaking strength of 3300 psi. at the end of 28 days.
All exposed corners shall have ¾" bevel
All reinforcing steel shall be intermediate grade, f_s = 20,000 psi., shall conform to ASTM Specifications A 305-49, and shall be placed 1½" clear from nearest face of concrete unless noted or shown otherwise.
Barrel shall be built with a downstream slope of not less than ⅛" per foot of length
All mate ials and workmanship shall conform to the specifications for bridges of the OREGON STATE HIGHWAY COMMISSION
Note All bars are round unless shown otherwise.

Approved:

Bridge Engineer

OREGON
STATE HIGHWAY COMMISSION

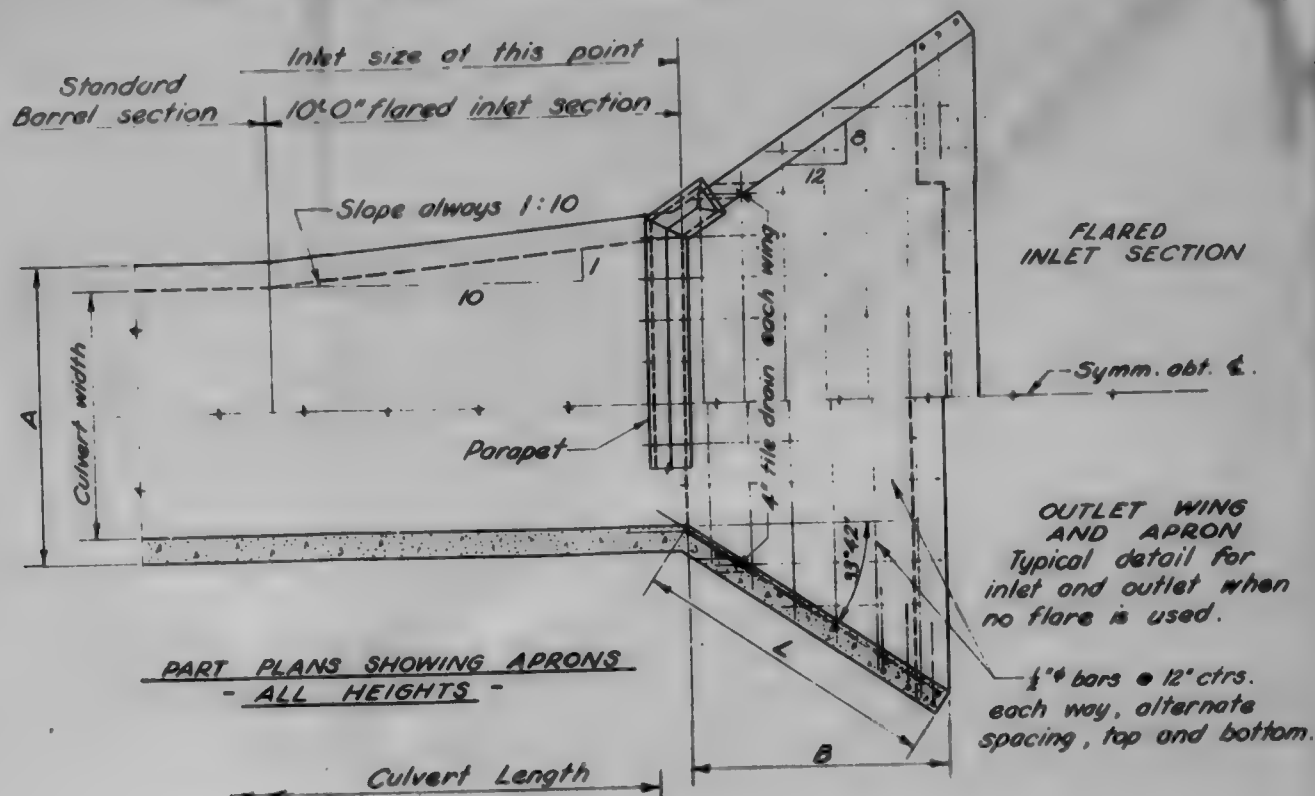
STANDARD BOX CULVERTS
7' x 4' TO 12' x 12'

JANUARY 23, 1951 | DRAWN BY E.H.S. | SHEET 1 OF 1
CALC. BK NO. 222 | TRACED BY E.H.S. | DRAWING NO. 9796

SIZE		FILL	QUANTITY		DIMENSIONS				a			b							c						b,c		d			Long	Shear		
		Ft	Per Lin. Ft		Ins			Ins.				TOP		BOTT.					TOP		BOTT.											
WIDTH	HGT.		CONC C.Y	STEEL Lbs	A	E	SLAB	WALL	SIZE	SPC	LGTH.	SIZE	SPC	LGT.	g	LGT.	g	K	SIZE	SPC	LGT.	g	LGT.	g	f	SIZE	SPC	LGTH	NO.	SIZE	SPC	NO.	LGTH.
7	4	0	531	99 08	8-0	5 2	7	6	3/8	6	7-9	—							1/2	7	9-11	1-3	17-3	4-11	7-9	5/8	12	4-11	38	—			
		10	506	89 81	8-0	5-1	6½	6	5/8	14	7-9	1/2	14	10-2	1-3	17-4	4-10	1-8	5/8	14	10-5	1-6	17 1	4-10	7-9	1/2	6	4-10	34				
		20	613	132 36	8-2	5 4	8	7	5/8	10	7-11	5/8	10	10-10	1-6	18-0	5-1	1-6	5/8	10	10-1	1-6	17 9	5 1	7-11	5/8	7	5-1	34				
		30	731	147 79	8 3	5-8	10	7½	3/4	14	8-0	7/8	14	2-0	1-11	19-0	5 5	1-4	1/2	14	10 2	1-3	18-6	5-5	8-0	5/8	6	5-5	34	3/8	7	8	2-2
		40	826	161 84	8 4	5 11	11 2	8	3/4	10	8 1	3/4	10	11-8	1-8	19 8	5-8	1-2	1/2	10	10-3	1-3	19-1	5-8	8 1	5/8	5½	5-8	34	3/8	10	4	2-4
		50	903	190 91	8-4	6-2	13	8	1"	12	8 1	3/4	12	11-10	1 8	20-3	5-11	1-0	5/8	12	10-9	1-6	19-7	5-11	8-1	5/8	5	5-11	34	1/2	6	4	2 11
7	7	0	685	109 37	8-0	8-3	7½	6	5/8	6	1-9"	—							1/2	8	9 11	1-3	23-5	8-0	7-9	1/2	9	8-0	44	—			
		10	636	118 12	8 0	8 1	6½	6	1/2	9	7 9"	5/8	9	10-8	1-6	23-4	7-10	1 8	5/8	9	9-7	1-1	23 1	7-10	7 9	1/2	9	7-10	40				
		20	761	140 57	8 2	8-4	8	7	1/2	12	7-11	3/4	12	11-3	1 8	24-1	8-1	1 7	5/8	12	10-7	1-6	23-9	8-1	7-11	1/2	9	8-1	40				
		30	837	167 51	8 2	8 7	9½	1	3/4	13	7-11	3/4	13	11-5	1-8	24 8	8 4	1 6	3/4	13	10 11	1 8	24 3	8 4	7 11	1/2	9	8-4	40	3/8	15	8	2 2
		40	913	173 13	8-2	8-10	11	7	3/4	10	7 11	3/4	10	11 6	1 8	25-3	8-7	1 5	1/2	10	10-1	1-3	24 9	8-7	7 11	1/2	9	8 7	40	3/8	10	8	2 4
		50	988	199 37	8-2	9-1	12½	7	3/4	9	7 11	3/4	9	11 7	1-8	25 10	8 10	1-4	1/2	9	10 1	1 3	25-3	8 10	7-11	1/2	9	8-10	40	1/2	9	8	2 10
		60	1040	222 24	8 2	9 3	13½	7	7/8	9	7-11	3/4	9	11-8	1-8	26 4	9 0	1-4	1/2	9	10-1	1 3	25-7	9 0	7-11	1/2	9	9-0	40	5/8	12	8	3-5
		70	1135	247 55	8 4	9 5	14½	8	3/4	9	8-1	7/8	9	12-5	1-11	26-11	9-2	1-4	1/2	9	10 3	1-3	26-1	9-2	8-1	1/2	9	9 2	40	5/8	11	8	3-7
		80	1175	269 44	8 4	9-6	15	8	1"	11	8-1	7/8	11	12 5	1 11	27 1	9 3	1 3	5/8	11	11-1	1 8	26-3	9 3	8-1	1/2	9	9-3	40	5/8	12	8	3-7
		90	1225	292 58	8-4	9-8	16	8	1"	10	8 1	1"	10	12 6	1 11	27-6	9-5	1-2	3/4	10	11-1	1-8	26 7	9-5	8-1	1/2	9	9-5	40	5/8	12	8	3-9
		00	1276	306 93	8-4	9 10	17	8	1"	9½	8-1	7/8	9½	12-7	1 11	27 1	9-	1	3/4	9½	11-1	1 8	26 11	9-7	8-1	1/2	9	9-7	40	5/8	12	8	3-10
7	9	0	815	129.00	8 2	10-2	7	7	5/8	6	7-11	—							1/2	6½	0-1	1-3	27-5	9-11	7 11	1/2	9	9-11	48	—			
		10	815	116 38	8 2	10-2	7	7	5/8	13	7 11	1/2	13	10-5	1-3	27 9	9-11	2-0	3/4	13	0-11	1-8	27-5	9-11	7-11	1/2	9	9-11	44				
		20	982	162 28	8 4	10 6	9	8	1/2	14	8-1	5/8	14	1-2	1 6	28 3	10 3	1-10	7/8	14	11-7	1 11	28 3	10 3	8 1	1/2	9	10-3	44				
		30	1033	193 19	8-4	10 8	10	8	3/8	11	8 1	3/4	11	11 7	1 8	29 0	10-5	1 8	3/4	11	11-1	1 8	28-7	10 5	8 1	1/2	9	10 5	44	3/8	11	8	2 2
		40	1085	218 13	8-4	10 10	11	8	1/2	10	8 1	3/4	10	1	1 8	29-5	0-7	1-6	3/4	10	11-1	1-8	28-11	10-7	8-1	1/2	8	10 7	44	3/8	10	8	2-4
		50	1110	263 70	8-4	10 11	11½	8	5/8	9	8-1	3/4	9	11 8	1 8	29 8	10 8	1 4	1	9	11 1	1 8	29-1	10-8	8 1	5/8	9	10 8	44	1/2	9	8	2-8
8	3	0	568	101 53	9-0	4-3	7 2	6	5/8	6	8 9	—							1/2	7	10 11	1-3	16-5	4-0	8-9	3/8	12	4-0	38	—			
		10	563	102 84	9 2	4-2	7	7	3/4	15	9 1	1/8	1	1-6	16 9	3 11	1-10		5/8	15	11 7	1 6	16-5	3-11	8 11	1/2	5½	3 11	34	—			
		20	705	138 23	9-4	4 6	9	8	3/4	15	9-1	7/8	15	13 0	1 11	17-8	4 3	1 8	5/8	15	11 9	1 6	17 3	4-3	9-1	5/8	5½	4-3	34	—			
8	4	0	602	107 24	9-0	5 3	7½	6	5/8	6	8-9	—							1/2	7	10	1 3	18 5	5 0	8-9	5/8	12	5-0	40	—			
		10	606	110 43	9-2	5 2	7	7	3/4	15	8-11	5/8	15	11 11	1-6	18 9	4-11	1 10	5/8	15	11-7	1-6	18 5	4 11	8-1	1/2	5½	4-11	36	—			
		20	753	149 06	9-4	5-6	9	8	3/4	15	9-1	7/8	15	13 0	1-11	19-8	5-3	1-8	5/8	15	11-9	1-6	19-3	5-3	9 1	5/8	5½	5-3	36	—			
		30	886	186 5	9-5	5-10	11	8½	3/4	12	9-2	7/8	12	13 3	1-11	20-6	5 7	1-6	1/2	12	11 4	1-3	20-0	5 7	9-2	3/4	6½	5 7	36	3/8	6	8	2-4
		40	993	216 52	9-6	6 1	12½	9	1"	12	9-3	3/4	12	12 11	1 8	21-2	5-10	1-4	3/4	12	12-3	1-8	20-7	5-10	9-3	3/4	6	5-10	36	3/8	6	4	2-6
		50	1100	235 22	9 7	6 4	14	9½	10	12	9-4	3/4	12	13-2	1 8	22 0	6 1	1-2	3/4	12	12-4	1-8	21-2	6-1	9-4	3/4	6	6-1	36	3/8	6	4	2 8
8	5	0	639	115 38	9-0	6-3	7½	6	3/4	8	8-9	—							1/2	7	10 11	1 3	20-5	6 0	8-9	1/2	9	6-0	44	—			
		10	611	121 89	9-0	6 2	7	6	5/8	13	8-9	5/8	13	11-9	1-6	20-7	5	3	5/8	13	11-5	1-6	20-3	5 11	8-9	5/8	9	5-11	40	—			
		15	667	196 51	9-0	6-4	8	6	5/8	10	8-9	5/8	10	11-9	1-6	20-11	6-1	1-8	1/2	10	10-11	1-3	20 7	6 1	8-9	5/8	7	6 1	40	—			
8	6	0	715	119 38	9-0	7 4	8	6	5/8	5	8 9	—							1/	8	10-1	1-3	22 7	7-1	8 9	1/2	9	7-1	44	—			
		10	685	122 56	9 0	7-3	7½	6	5/8	11	8-9	5/8	11	11-9	1-6	22 8	7-0	1-8	1/2	11	10-11	1-3	22 5	7 0	8 9	1/	9	7 0	40	—			
		15	814	128.27	9 2	7-6	9	7	3/4	14	8 11	3/4	14	12-4	1-8	23 6	7-3	1-8	1/2	14	11-1	1 3	23-1	7-3	8-11	1/2	9	7-3	40	—			
8	7	0	731	126.59	9-0	8 3	7½	6	5/	5½	8-9	—							1/2	7	10 1	1 3	24 5	8 0	8-9	1/2	9	8-0	48	—			
8	8	0	835	137 80	9-2	9-3	7½	7	5/8	5½	8 11	—							1/	6½	1 1	3	26 7	9-0	8-11	1/2	9	9-0	52	—			
		10	835	140 89	9-2	9 3	7½	7	1/2	10	8 11	1/2	10	1 5	1 3	26 11	9 0	1-10	5/8	10	11 7	1-6	26 7	9 0	8-11	1/2	9	9-0	48	—			
		20	920	169.69	9-2	9-6	9	7	5/8	14	8 11	7/8	14	12-10	1 11	27-6	9-3	1 9	5/8	14	11-7	1-6	27-1	9-3	8 11	1/2	9	9-3	48	—			
		30	976	211 47	9-2	9 8	10	7	7/8	12	8 11	3/4	12	12-5	1-8	27-11	9-5	1-8	3/4	12	11 11	1-8	27 5	9-5	8-1	1/2	9	9 5	48	3/8	12	8	2-2
		40	118	228 40	9 2	10-1	12	7	1"	14	8	7/8	14	13 1	1 11	28-10	9 10	1 7	3/4	14	11 11	1-8	28-3	9 10	8-11	1/2	9	9 0	48	1/2	14	8	2 10
		50	174	241 84	9 2	10-3	13½	7	1"	12	8 11	7/8	12	13 2	1-11	29-4	10-0	1 6	7/8	2	7	6	28 7	10-0	8 11	1/2	9	10 0	48	1/2	12	8	2-11
		60	260	304 41	9-2	10-6	15	7	1"	14	8 1	1"	14	13 7	2 1	29-11	10-3	1-5	7/8	14	12 5	1-11	29 1	10 3	8-11	1/2	9	10 3	48	5/8	12	8	3-7
		70	378	328 45	9-3	10-9	16½	7½	1"	13	9-0	1"	13	13 10	2 1	30-8	10-6	1-4	7/8	13	12-6	1-11	29-8	10 6	9 0	2	9	0 6	48	5/8	12	8	3-10
		20	1468	352 67	9-4	10-11	17½	8	1"	12	9-1	1"	12	13-11	2-1	31 1	10-8	1-3	7/8	12	12 7	1-11	30-1	10-8	9 1	1/2	9	10-8	48	5/8	12	8	1
8	11	0	1071	178.45	9-4	12 2	7	8	5/8	6	9 1	—							5/8	7	11 9	1-6	3 7	11-11	9-1	1/2	9	11 11	60	—			
		10	1129	189.01	9 4	12-4	8	8	1/2	11	9-1	—							3/4	7½	12 1	1 8	32 11	12 1	9-1	5/8	10	12 1	56	—			
		20	1244	240.89	9-4	12 8	10	8	5/8	10	9-1	—							3/4	5½	12-1	1 8	33-7	12-5	9-1	5/8	10	12-5	56	—			
		30	1333	292.54	9-4	12 11	11½	8	5/8	6½	9-1	—							3/4	4½	12 1	1 8	34-1	12-8	9 1	5/8	9	12-8	56	—			
		40	1417	338.01	9 4	13-2	13	8	5/8	5½	9-1	—							7/8	5½	12-7	1-11	34-7	12-11	9-1	5/8	8	12 11	56	3/8	11	8	2-7
		50	1475	392 37	9-4	3-4	14	8	3/4	6½	9 1	—							7/8	5	12-7	1-11	34-11	13-1	9-1	5/8	7	3-1	56	1	3	8	3-0
9	5	0	685	130.82	10-0	6 3	7½	6	5/8	5½	9-9	—							1/2	6	11 11	1-3	21-5	6-0	9-9	5/8	12	0	44	—			
		10	724	146.96	10-2	6-3	7½	7	3/4	14	9-11	5/8	14	12-11	1-6	21-10	6 0	2-4	3/4	14	12-11	1 8	21 7	6-0	9 11	1/2	5	6-0	40	—			
		20	822	180.06	10 4	6-8	10	8	1"	16	10-1	3/4	16	13 7	1-8	23-1	6-5	2-2	7/8	16	13-7	1 11	22-7	6-5	10-1	5/8	5½	6 5	40	—			
		30	1093	238 16	10 6	7-0	12	9	1"	14	10-3	7/8	14	14-5	1 11	24 1	6-9	2-0	3/4	14	13 3	1 8	23-5	6 9	10-3	3/4	6½	6-9	40	3/8	7	8	5
		40	1245	267 44	10-7	7 4	14	9½	1"	12	10-4	3/4	12	4 2	8	25 0	7-1	1-10	3/4	12	13 4	1 8	24 2	7-1	10-4	3/4	6½	7 1	40	3/8	6	8	2-8
		50	1375	298 47	10-7	7-8	16	9½	1"	10	10-4	5/8	10	13-11	1-6	25 9	7-5	1-8	3/4	10	13-4	1-8	24-10	7-5	10-4	3/4	6	7 5	40	1/2	10	8	2-3
9	8	0	965	4 97	10-2	10-4	8	7	3/4	8	9-11	—							1/2	6½	12-1	1-3	29-9	10-1	9-11	1/2	9	10-1	52	—			
		10	933	13 2	10-2	0-3	7½	7	3/4	13	9-11	5/8	13	12-11	1-6	29-10	10-0	1-10	5/8	13	2 7	1 6	29-7	10 0	9-11	1/2	9	10-0	48	—			
		20	1 26	2 231	10 4	10-7	9½	8	3/4	12	10-1	3/	12	3 7	1-8	30-10	10-4	1 9	3/4	12	13-1	8	30 5	10-4	10-1	1/2	9	10 4	48	—			
		30	1284	246 02	10 4	11-0	12	8	7/8	10	10-1		10	3-5	1 6	31-11	10-9	1-8	3/4	0	13-1	1 8	31-3	10 9	10 1	1/2	9	10 9	48	3/8	10	8	2-5
		40	1380	27 80	10-4	11-3	13½	8	1"	11	10-1	3/4	11	13 10	1-8	32 6	11-0	1-7	3/4	11	1 -1	1-8	31-9	11 0	10 1	1/2	9	11 0	48	1/2	11	8	2 11
		50	1500	33244	10-4	11-7	15½	8	1"	11	10-1	7	11	14-6	1-11	33-4	11 4	1-6	5/8	11	12 9	1 6	32 5	11 4	10-1	1/2	9	1 4	48	3/8	11	8	3-8
10	5	0	785	137.27	11 1	6-4	8	6½	5/8	5	10-10	—							1/2	7	3 4	1-3	22-8	6	10 10	1/2	0	6 1	48	—			
10	6	0	834	140 78	11-1	7 4	8	6½	5/8	5	10-10	—							1/2	7	13-0	1-3	24-8	7-1	10 10	1/2	10	7-1	48	—			
		10	891	146 79	11-2	7-5	8½	7	3/4	14	10 11	3/4	14	4 4	1 8	25-4	7 2	2-2	1/2	14	3-1	1-3	24-11	7-2	10 11	1/2	6	7 2	40	—			
		20	1122	206 93	11 3	7-1	11½	7½	1"	15	11 0	7/8	15	15 1	1 11	26 7	7-8	2-0	5/8	15	13-8	1-6	26-0	7-8	11-0	5/8	6	7-8	40	—			
		30	1322	257 49	11-4	8 4	14	8	1"	14	11-1	7/8	14	15 5	1-11	27-9	8-1	1-10	5/8	14	13-9	1-6	26-11	8 1	11-1	5/8	5	8-1	40	3/8	7	8	2 8
		40	1488	315 43	11 5	8 8	16	8½	1"	7	11-2	—							3/4	7	14-2	1 8	27-8	8-5	11-2	3/4	7	8-5	40	3/8	7	4	2-11
		50	1690	347 05	11-5	9-0	18	8½	1"	6½	11-2	—							3/4	6½	14-2	1-8	28 4	8-9	11-2	3/4	7	8-9	40	1/2	6½	4	3-6
10	7	0	945	131 91	11 2	8-5	8½	7	3/4	12	10-11	5/8	12	14-0	1-6	27-4	8-2	2-2	1/2	12	13-1	1-3	26-11	8 2	10-11	1/2	9	8-2	52	—			
		10	945	166 21	11-2	8-5	8½	7	5/8	11	10 11	3/4	11	14-4	1 8	27-4	8-2	2-1	1/2	11	13 1	1-3	26 11	8 2	10 11	1/2	9	8-2	44	—			

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE 3/4" = 1'-0"
SHOULD BE READ 3/8" = 1'-0".
INDICATED SCALE 1" = 10'-0"
SHOULD BE READ 1" = 20'-0"

ENLARGED INLET SECTION



FLARED INLET SECTION

OUTLET WING AND APRON
Typical detail for inlet and outlet when no flare is used.

½" ϕ bars ● 12" ctrs. each way, alternate spacing, top and bottom.

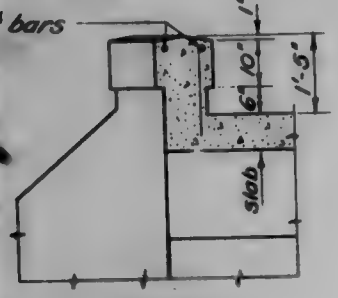
PART PLANS SHOWING APRONS - ALL HEIGHTS -

...pet width

...AIV

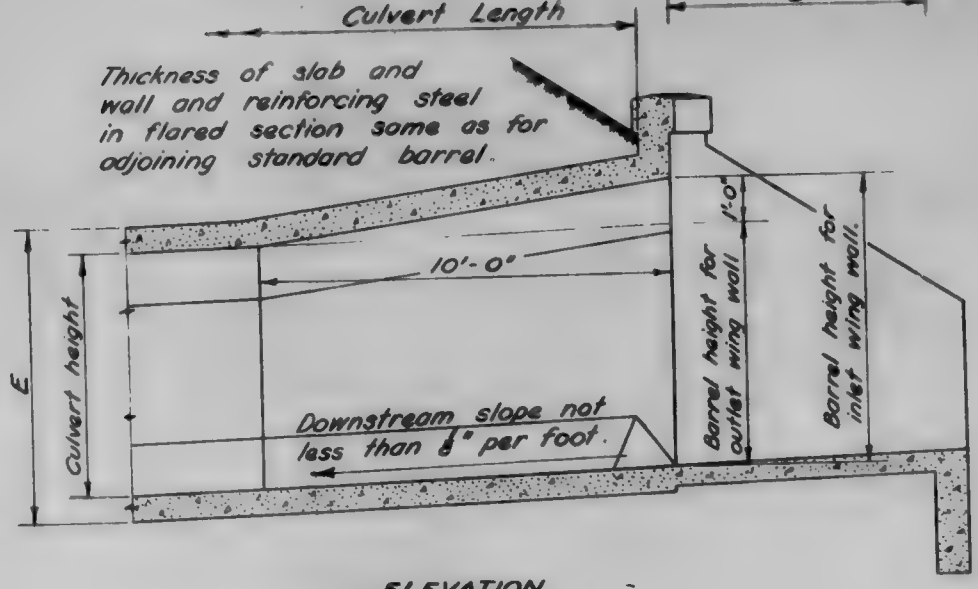
...ϕ x 1'-1" plus slab ...kness ● 12" ctrs.

...ϕ bars



SECTION

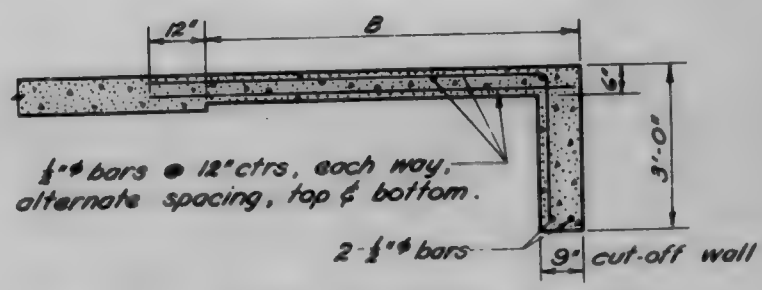
...DETAILS
...1'-0"


Culvert Length
Thickness of slab and wall and reinforcing steel in flared section same as for adjoining standard barrel.
10'-0"
E
Culvert height
Barrel height for outlet wing
Barrel height for inlet wing
Downstream slope not less than ½" per foot.

ELEVATION

WING WALL MATERIALS		
Size	Reinf. Steel	Concrete
3 x 3	163 #	1.9 c.y.
4 x 4	226	2.6
5 x 5	314	3.6
6 x 6	380	4.5
7 x 7	480	6.2
8 x 8	646	8.0
9 x 9	754	9.5
10 x 10	963	11.5
11 x 11	1133	14.2
12 x 12	1366	16.4

Quantities include 2 wings, apron, parapet, and 9" barrel section under parapet; based on single barrel culverts at 0 fill.



SECTION THRU APRON & CUT-OFF WALL

GENERAL NOTES:
All concrete shall be class 'A'; f'c = 3300 #/sq.in.
All reinforcing steel intermediate grade deformed bars placed 1½" clear of nearest face of concrete unless shown otherwise, fs = 20,000 #/sq.in.
Culvert walls and wing walls poured monolithic.
Flare inlet section as designated on plans or specifications.
All reinforcing steel to conform to ASTM Specifications A 305-49.

...rcing Bars ...spacing from end of barrel	Bars ⊕
...; 4 ● 18.	2 - 5/8 ϕ
...; 2 ● 14; 4 ● 18.	3 - 5/8 ϕ
...; 2 ● 12; 4 ● 18.	2 - 3/4 ϕ
...; 2 ● 11; 5 ● 18.	3 - 3/4 ϕ
..., 4 ● 11; 4 ● 18.	3 - 3/4 ϕ
...●6; 3●8; 3●12; 4●18.	4 - 3/4 ϕ

Approved:

...
Bridge Engineer

Revised: Feb. 2, 1951 EHS

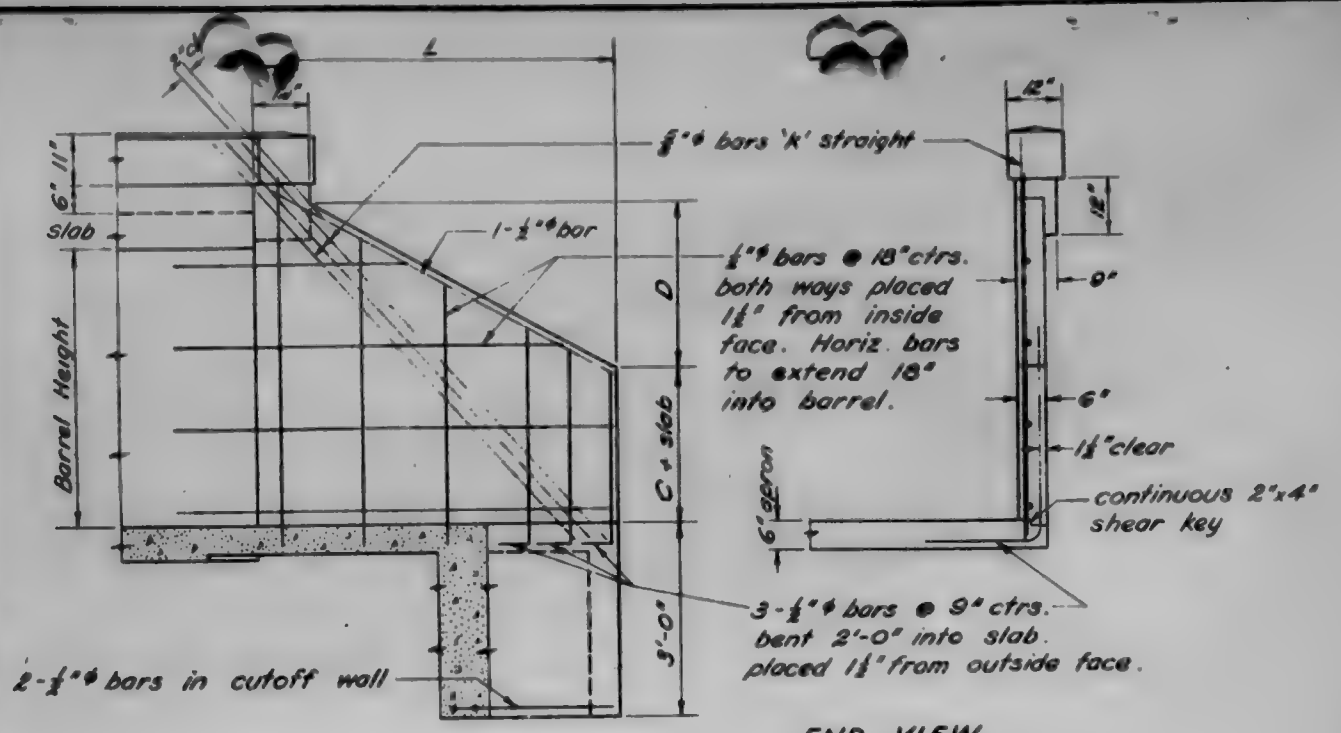
OREGON
STATE HIGHWAY COMMISSION

STANDARD CULVERT WINGS - ALL SIZES -

SCALE NOTED
AUGUST 7, 1950

DRAWN BY E.H.S.

SHEET 1 OF 1
DRAWING NO. 9656



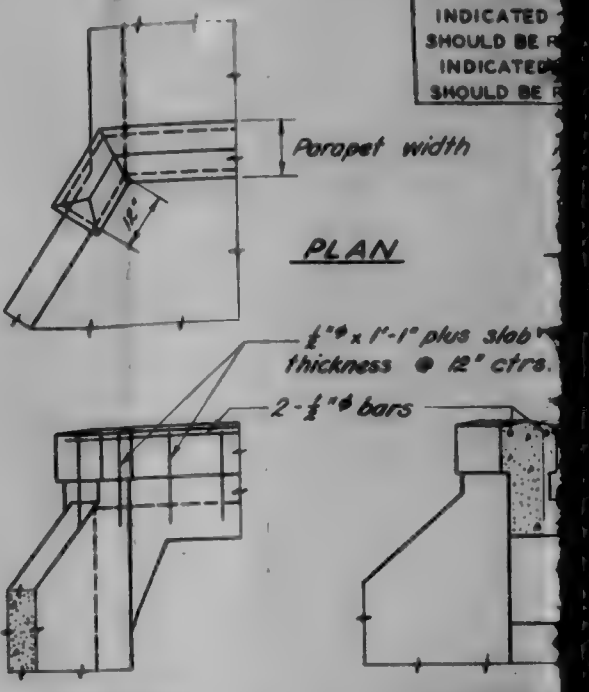
ELEVATION

END VIEW

WING WALL FOR 3'-0" TO 6'-0" HIGH CULVERTS

Scale ½" = 1'-0"

Barrel Hgt. Ft. & Ins.	Length L Ft. & Ins.	Length B Ft. & Ins.	Length C Ft. & Ins.	Length D Ft. & Ins.	Bars 'k' No.
3'-0"	4-0	3-3 13/16	1-6	1-8	2
4'-0"	5-0	4-1 13/16	2-0	2-2	2
5'-0"	6-6	5-4 7/8	2-2	3-0	3
6'-0"	7-6	6-2 7/8	2-7	3-7	3

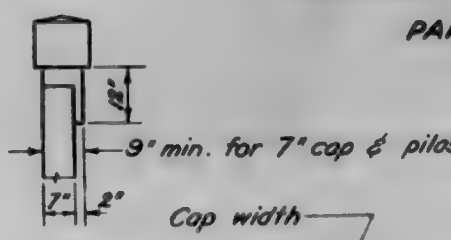


ELEVATION

SECTION

PARAPET DETAILS

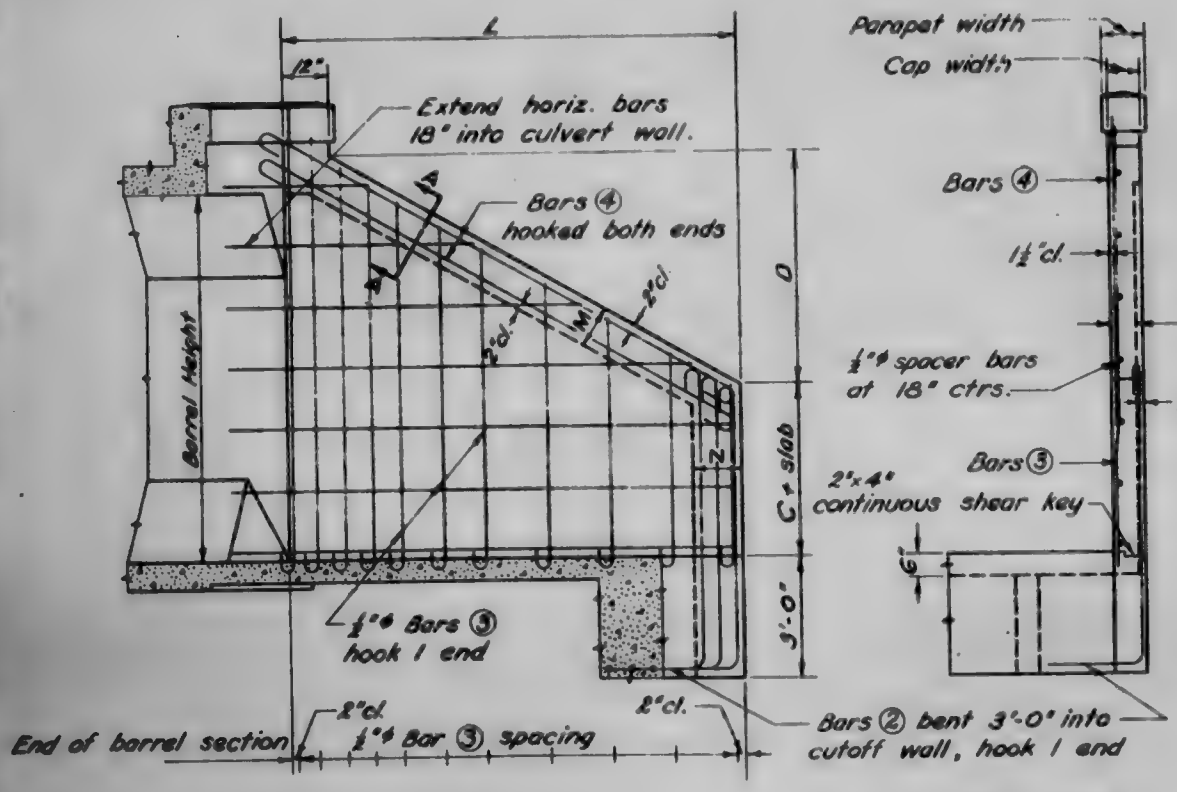
Scale ½" = 1'-0"



SECTION A-A

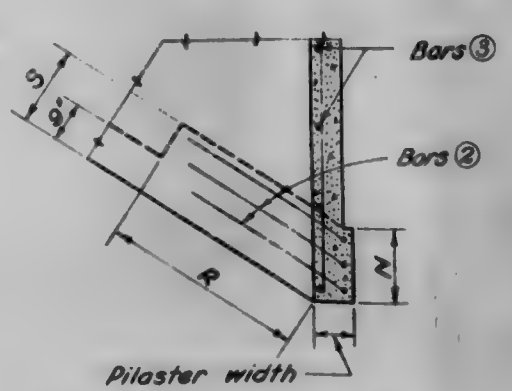
WING WALL
Size
3 x 3
4 x 4
5 x 5
6 x 6
7 x 7
8 x 8
9 x 9
10 x 10
11 x 11
12 x 12

Quantities apron, parap section unde on single ba O fill...



ELEVATION

END VIEW



DETAIL AT CUTOFF WALL

WING WALL FOR 7'-0" TO 12'-0" HIGH CULVERTS

Scale ½" = 1'-0"

Barrel Hgt. Ft. & Ins.	Length L Ft. & Ins.	Length B Ft. & Ins.	Length C Ft. & Ins.	Length D Ft. & Ins.	Wall Thickness	Cap M	Pilaster N	Cap & Pilaster Width	Parapet Width	Cut-off Wall R	Cut-off Wall S	Reinforcing Bars Bars ②	Reinforcing Bars ½"ϕ Bars ③ Spacing from end of barre
7'-0"	8-6	7-0 7/8	3-0	4-2	7"	0-9	0-10	7"	12"	3-3	1-0	2-5/8ϕ	2"; 2@13; 4@18.
8'-0"	10-0	8-3 13/16	3-2	5-0	7"	1-4	1-4	7"	12"	3-7	1-5	3-5/8ϕ	2"; 2@8; 2@14; 4@18.
9'-0"	11-0	9-1 9/16	3-7	5-7	7"	1-0	1-2	9"	12"	3-5	1-4	3-5/8ϕ	2", 4@8; 2@12; 4@18.
10'-0"	12-0	9-11 13/16	4-0	6-2	7"	1-6	1-6	9"	12"	3-6	1-9	3-3/4ϕ	2"; 4@7; 2@11; 5@18.
11'-0"	13-0	10-9 3/4	4-6	6-8	8"	1-2	1-2	12"	15"	3-2	1-5	3-3/4ϕ	2"; 6@6; 4@11; 4@18.
12'-0"	14-0	11-7 3/4	4-11	7-3	8"	1-7	1-6	12"	15"	3-4½	1-8	3-7/8ϕ	2"; 2@4; 4@6; 3@8; 3@12; 4@18.

GENERAL

All concrete

All reinforc bars placed concrete un

Culvert walls

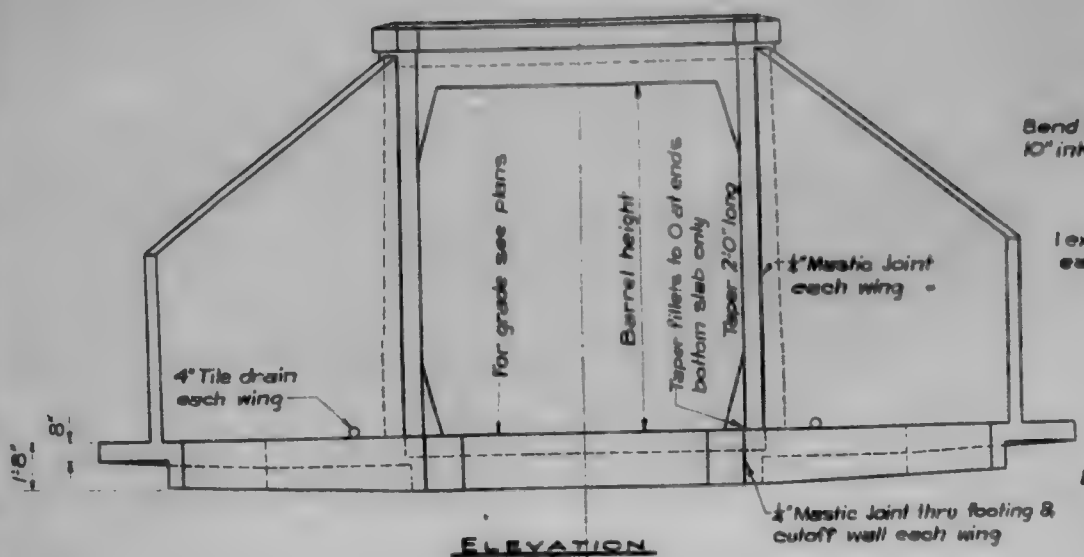
Flare inlet or specifico

All reinforc Specificatio

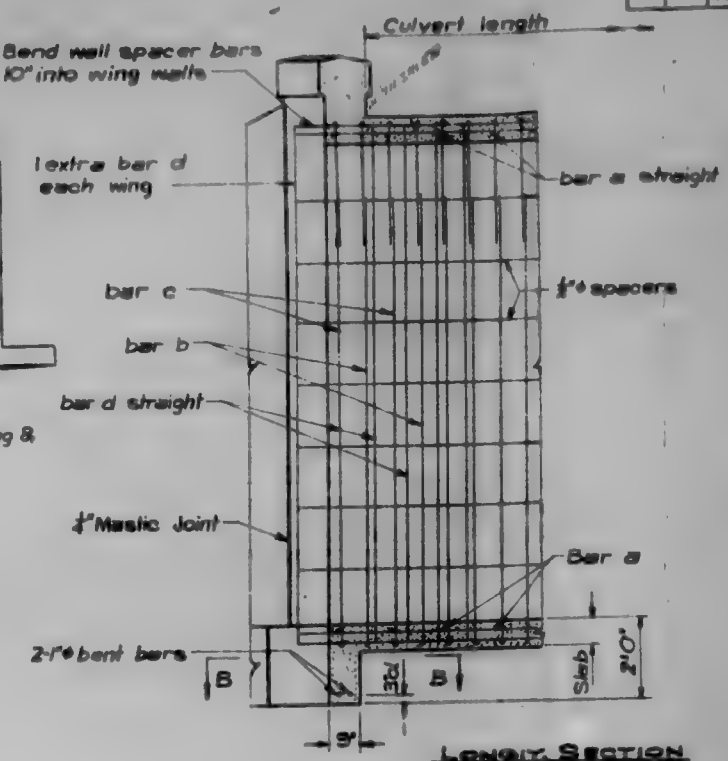
| Size | | Fill | Quantity | | Dimensions | | | | | Reinforcing Steel | | | | |

Size		Fill	Quantity
Ft.		Ft.	Per lin. Ft.
Width	Height	C.Y. Conc.	Lbs. steel
13'	12'	0	1.391	207.20	14¹
"	"	10	1.57	345.20	14¹
12'	13'	0	1.459	277.81	13¹
"	"	10	1.538	361.40	13¹

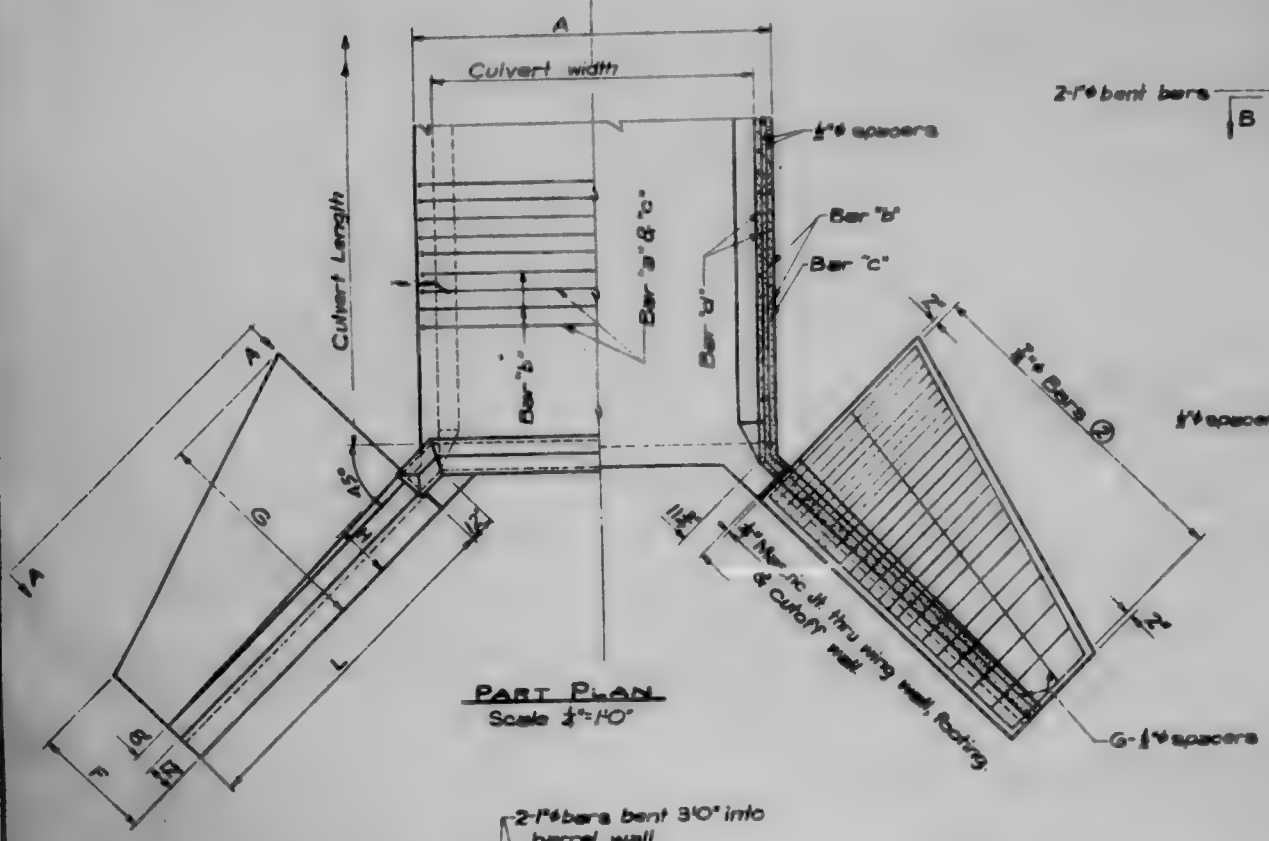
Note:
Splice bar b top with bar b bottom
" " a " " e "
Bars a & c alternate with bar b


For grade see plans
Barrel height
Taper fillets to 0 at ends bottom slab only
Taper 2'0" long
½" Mastic Joint each wing
4" Tile drain each wing
1'8"
8"
½" Mastic Joint thru footing & cutoff wall each wing

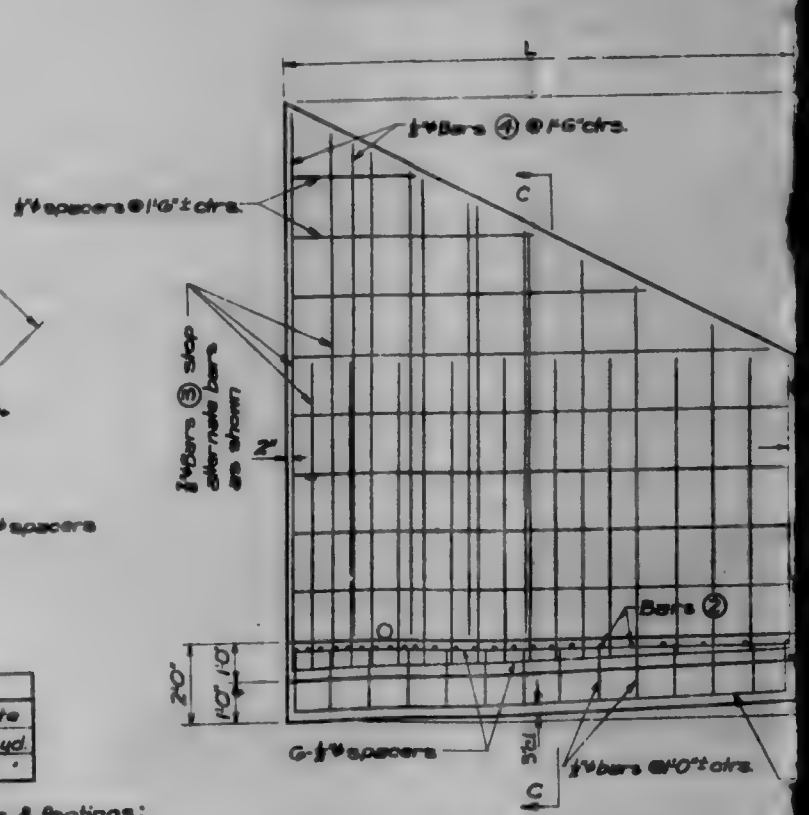
ELEVATION



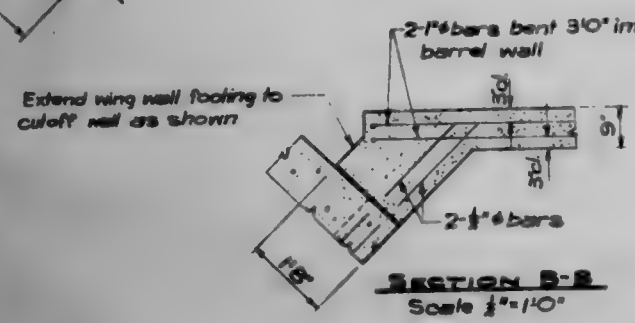
LONGIT. SECTION



PART PLAN
Scale ¼"=1'0"



SECTION A-A
Scale ¼"=1'0"



SECTION B-B
Scale ¼"=1'0"

Wing wall materials		
Size	Rein. Steel	Concrete
12'x12'	3,962 #	31.1 cu. yd.
12'x13'	4,961 "	36.3 " "

Quantities include 4 wing walls & footings; 4 wing cutoff walls; 2 barrel cutoff walls; 2 parapets & 12" barrel section under parapets. Based on culverts with 0 ft. fill.

Barrel hgt.	Length L	Length C	Length D	Length F	Length G	Width H	Reinforcing bars		
							Spaces of bar ② from mastic Jt.	Spaces of ③ from mastic Jt.	Spaces of ④ from mastic Jt.
Ft. & in.	Ft. & in.	Ft. & in.	Ft. & in.	Ft. & in.	Ft. & in.	Ft. & in.			
12'0"	12'0"	6'6"	5'8"	4'0"	8'0"	0'11½"	2@5", 4@7", 4@9", 2@12", 3 equal	4@7", 6@9", 5 equal	4
13'0"	13'0"	7'0"	6'2"	4'6"	8'6"	1'0½"	6@4", 8@6", 3@9", 4 equal	4@6", 10@8", 4 equal	5

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FOR FILING

FORM E-20X—80M—11-55—20228
4548

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1956

SUBJECT: Slide Removal at Station 3149.
Shady-Booth Ranch Section

To: Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

W. C. WILLIAMS

Herewith copy of letter from Mr. S. H. Probert in which he expresses the opinion that the slide removal at the subject named station should be done under the Shady-Booth Ranch Paving Contract No. 4548. Cost of this work will later be segregated and transferred to an approved Emergency Relief prefix.

Will you please arrange to carry out the work order as suggested in Mr. Probert's letter.

Forrest Cooper
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:ep

Attach.

cc - Mr. W. C. Williams
Mr. S. H. Probert

RECEIVED
MAY 24 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 22 1956
FOR FILING

Salem, Oregon
May 21, 1956

Slide Removal at Station 3149,
Shady-Booth Ranch Section

L. H. Young
Asst. Construction Engineer
Office

Reference is made to your letter of May 15 transmitting specifications for slide removal work at Station 3149 of the Shady-Booth Ranch Section and asking if the specifications could be used as the basis for an agreement for performance of the work.

The work has been programmed with the BPR as Emergency Relief Work to be performed as "extra work" under the Shady-Booth Ranch Paving Contract, Contract No. 4548. To perform it as a negotiated contract, as seems to have been contemplated by Mr. Edwards, would, at this late date, be contrary to state law and unacceptable to the BPR. I suggest, therefore, that we go ahead as programmed with the Bureau and have the work done as force account extra work under Contract No. 4548.

The force account order should be issued before the work is started and should make specific provision that equipment rental will be paid at the rates specified in the schedule of "Maximum Hourly Rental Rates" applicable to force account work under state highway contracts, effective July 1, 1955.

Costs of the work are to run against Contract No. 4548 the same as any other extra work under the contract with the understanding that they will later be transferred to an Emergency Relief prefix.

S. H. Probert
Office Engineer

SHP:ia

RECEIVED
MAY 2 - 1956
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12-1-17-4
454

Salem, Oregon
May 2, 1956

Contract No. 454
Increase in Project Authorization

Mr. C. T. Keasey
Resident Highway Engineer
Roseburg, Oregon

At its meeting held on April 26, 1956, the Oregon State Highway Commission approved an increase of $80,000 in project authorization and an additional $21,000 to construct a turn-off of Highway 99 south of Roseburg on Contract No. 454, Shady-Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County.

The present project authorization is $571,477.25. This amount should be used in all future reports.

S. H. Probert
Office Engineer

DRP:Mb

cc: Tom Edwards

RECEIVED
APR 19 1956
FOR FILING

4548

April 19, 1956

Oregon State Highway Commission

Gentlemen:

During the excessive, heavy rains of the past winter several major slides occurred on the Rhody-Booth Ranch Section (Roberts Mountain) of 199. Two of the major slides will be contracted, but one very large slide and several smaller ones had to be removed as soon as possible in order not to hold up the surfacing and paving work. We, therefore, arranged with the contractor on the surfacing and paving project to remove the one large slide and numerous small ones on an Extra Work Order basis. This will result in an overrun of project authorization of approximately $80,000, and your approval is requested for such an increase on Contract No. 4548.

This matter will be on the agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. S. H. Probert
Mr. Forrest Cooper
Mr. C. H. Maison

WCW:mc fn

RECEIVED
APR 20 1956
FOR FILING

FP- 79 (24)
4548

April 19, 1956

Oregon State Highway Commission

Gentlemen:

We have received requests from several people of the Roseburg vicinity, including State Senator Paul E. Geddes, State Representative John P. Amacher, State Representative V. T. Jackson, Douglas County Court, City of Roseburg, Roseburg Fire Protection District, et cetera, for a turnoff of I-399 Freeway immediately south of Roseburg where the new freeway now crosses over the old Pacific Highway.

There are several mills in this immediate vicinity with a large number of employees. Our investigations indicate that some 260 vehicles would use a turnoff if such were provided. The turnoff at this point would save approximately two miles in travel distance for the roadusers. The estimated cost if $21,000, which is a nominal cost considering the benefits that would accrue. I recommend that you authorize the construction of this turnoff which can be accomplished by the contractor now surfacing and paving the Shady-Booth Ranch Section. 4548 Should you approve the $21,000 expenditure for the turnoff, you should authorize an additional $21,000 project increase for the Shady-Booth Ranch Section.

This matter will be on the agenda and the Secretary will have maps and other data indicating the proposal.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. C. K. Maison

WCW:fn:gm

c.c.: Mr. Cooper
Mr. Pendlet
Mr. Crandall

Form No. E-372—10M—7-55

File

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Shady-Canyonville Section (Shady-South Canon Unit) Date April 12, 1956

Highway [illegible] Contract No. 4548

County Douglas Kind of Work Paving Contractor Central Heating Co., Oreg. Ltd.

Contract Amount $383,502.00

Expected over-runs and under-runs in contract items: Quantity | Unit Price | Amount

Major items, itemized:

Minor items, unitemized algebraic total

Subtotal $

Approved work orders (Price, extra work and state force orders) $ 1,740.00

Expected over-runs and under-runs in work orders: Amount

Major items, itemized:

E. W. O. #2 (submitted) but not yet approved. (Slide Removed and cleaning ditches) $79,500.00

Minor items, unitemized algebraic total

Subtotal $ 79,500

Authorization for engineering $ 33,456.16

Expected over-run or under-run of engineering authorization $ -

Costs not included above (explain) A. C. Curbs, Flagging, Signs $ 9,700.00

Allowance for future contingencies (_____% of work remaining) $ -

Credits to come from transfers and deductions $ -

Present estimate of project cost $ 507,898.16

Brief Statement of principal causes of over-run: Three large slides and numerous small slides occurred on the project during the winter months. Two of the larger slides are being contracted separately but one of the large slides and the smaller ones are being removed on this contract as per specifications, since they did not readily lend themselves to being contracted and removal was necessary to prevent a major delay in surfacing work.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 470,477.25	Space to right of this line is for use of Salem office.
Present estimate of project cost	$ 507,898.16	
Expected over-run (Amount)	$ 37,420.91	
Expected over-run (per cent)	7.95	

Submitted by: [signature] Resident Engineer

Confirmed by: [signature] Division Engineer

Noted by: [signature] Construction or Bridge Engineer

Noted by: [signature] Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
APR 17 1956
FOR FILING

OR I-7(24)
4548

April 12, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order For Extra Work No. 2 covering slide removal on the Shady-Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4548, in connection with Federal Aid Project No. SPL-78(24).

This work is necessary to clear the roadway for paving. Slide areas being contracted are not included in this order.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

HWP:bb

Encl.

RECEIVED
APR 26 1956
FOR FILING

FI-7-1
4548
1-1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1956

SUBJECT: Request for Proposed Off-Ramp
Fairgrounds-Shady Unit
Deady-Shady Section
Pacific Highway at Shady

WCW 6464

To: W. C. Williams
Deputy State Highway Engineer
Office

I return herewith your file on the above subject and numbered assignment. I have reviewed the request, and the preliminary examination of the origin-destination data which we took on the Oak Street Bridge indicates that we have a potential of 150 to 200 vehicles per day of which about 50 percent are commercial vehicles. This potential is all from the West Roseburg and Melrose areas. Taking this volume of traffic and adding to it that from other sections of Roseburg, which would get onto the freeway at Garden Valley Road and Military Road that are already southbound on the interchange, I think it can be assumed that there would be at least 200 vehicles per day desiring to use this off-ramp.

I call your attention to the attached sketch map on which Mr. Edwards and Mr. Young have shown in yellow the proposed ramp. We have added in red a 16" separator which we feel is essential and we have shown two luminaire units. We also have shown island revision as noted in pencil. I believe with those suggested changes revisions of the $19,600 cost estimate to $21,000, there will be sufficient money to care for construction and illumination details. I recommend to you that we proceed with the construction of this ramp in accord with the attached plan as revised.

F. B. Crandall
Traffic Engineer

JAH:njs

cc: G. S. Paxson

NOTED
G. S. PAXSON
RECEIVED
APR 6 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 3 - 1956
FOR FILING
111-27
4548

6464 WCW

April 2, 1956

Senator Paul K. Cobbs
Box 367
Roseburg, Oregon

Dear Sir:

Receipt is acknowledged of the letter presented by you under date of February 28, 1956 requesting construction of a right-hand turnoff from new U99 immediately south of the State Highway bridge crossing the South Umpqua River at Sandy Point. I will be pleased to make an investigation of this matter and will ask our Traffic Engineer to have the matter thoroughly investigated at as early a date as practical. When we have determined all the facts of the matter I will be pleased to take the matter up with you again.

I am sending a copy of this letter to the other persons requesting the turnoff, as submitted with the petition.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Honorable John P. Amacher
Honorable W. T. Jackson
County Court of Douglas County
Mr. Ernest M. Barker, Jr.
Mr. Charles L. Noble

Mr. W. C. Williams
Mr. F. B. Crandall

WCW:ms fn

RECEIVED
FEB 24 1956
FOR FILING

ACI-18(24)
1548

February 21, 1956

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on February 13, 1956 on Contract No. 4548, Shady-South Ranch Unit, Shady-Canyonville Section, in Douglas County, in connection with Federal Aid Project NO. NFI-78(24).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DEP:eh

Form PR 2 (Revised 1950)

CPR8-1918

State Oregon

Project No. RFI-78(24)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of January, 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 6th day of July, 1954, a program, which was approved on the 19th day of July, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 4th day of January, 1955, and the sum of three hundred twenty-eight thousand and 00/100 dollars ($328,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Proceeds of bonds as follows:

Authorized by Chapter (Legislature by which authorized)	Oregon Laws	Amount	Date of Issue	(Include date and citation of Beginning Date of Maturities
(b) From other sources				
491	1951	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
491	1951	15,000,000	Mar. 1, 1952	Mar. 1, 1953
491	1951	10,000,000	Mar. 1, 1953	Mar. 1, 1954
20	1953	32,000,000	Sept. 1, 1953	Sept. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 2805+50 and 3265+00 east of Dillard,

, length 8.444 miles, in Douglas County,

being Oregon project No. BTI-78(24), consisting of 8.444 miles of roadway and no bridges, each of more than 20 feet clear span,

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of three hundred twenty-eight thousand and 00/100 dollars ($328,000.00), which does not exceed the authorized Federal pro rata share of five hundred twenty-nine thousand, five hundred and 40/100 dollars ($529,500.40), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal Funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 529, Laws 1939.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL

Deputy State Highway Engineer

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

(Title of officer)

By _____

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By _____

Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11279-2 44.62

Oregon State Highway Department

Federal Aid
Project No. BFI-78 (24)

SHADY-BOOTH RANCH SECTION OF THE PACIFIC

HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Nov. 29, 1955

Type Code 6201
2 Lane Roadway (Sta. 3196+11.35 to Sta. 3265+00)(Contract No. 4338)

11,000 cu. yds.	Crusher-run Material in Base	$1.32	$ 14,520.00
3,300 cu. yds.	3/4" - 0 Material in Base and Shoulders	2.00	6,600.00
370 M-gal.	Sprinkling	2.00	740.00
1.30 miles	Preparation of Base	100.00	130.00
250 cu. yds.	3/4" - 0 Material in Binder Course	3.00	750.00
40 tons	RC-3 Asphalt in Binder Course	40.00	1,600.00
4,700 tons	Class "B" Asphaltic Concrete	5.00	23,500.00
10 tons	Furnishing and Placing MS-1 Asphalt	45.00	450.00
30 cu. yds.	Aggregate in Pavement Seal	3.50	105.00
			$ 48,395.00

Type Code 6201
2 Lane Roadway (Sta. 2823+40 to Sta. 2900+60)(Sta. 3012+50 to Sta. 3172+00)
(Contract No. 4543)

6 cu. yds.	Drainage Excavation, Unclassified	$3.00	$ 18.00
30,000 cu. yds.	General Excavation, Unclassified	0.55	16,500.00
155,000 yd. sta.	Short Overhaul	0.015	2,325.00
900 C-yd.sta.	Long Overhaul	0.35	315.00
All Required	Finishing Roadbed and Slopes		100.00
18 lin. ft.	36" Concrete Pipe, Extra Strength	15.00	270.00
46 cu. yds.	Concrete Inlands	40.00	1,840.00
300 lin. ft.	1½" Electrical Conduit	1.50	450.00
38,000 cu. yds.	Coarse Crushed Material in Base	1.30	49,400.00
11,000 cu. yds.	3/4" - 0 Material in Base	1.55	17,050.00
1,200 M-gal.	Sprinkling	1.75	2,100.00
4.24 mile	Preparation of Base	300.00	1,272.00
750 cu. yds.	3/4" - 0 Material in Binder Course	3.00	2,250.00
120 tons	RC-3 Asphalt in Binder Course	42.50	5,100.00
17,000 tons	Class "B" Asphaltic Concrete	4.90	83,300.00
34 tons	MS-1 Asphalt	43.00	1,462.00
66 tons	MS-2 Asphalt in Pavement Seal	43.00	2,838.00
300 cu. yds.	Aggregates in Pavement Seal	3.50	1,050.00
1,000 lin. ft.	Asphaltic Concrete Traffic Markers	0.75	750.00
			$188,390.00
	Subtotal		$236,785.00
	10% Engr. & Cont.		23,678.50
	Total		$260,463.50

Length of Roadway	5.527	Miles
Length of 3 Structures	0.103	Mile
Length of 1 Structure	0.149	Mile (Exception)
Total Length	5.779	Miles
Cost of Roadway Per Mi.	$47,125.65	

Type Code 6201
4 Lane Roadway (Sta. 3009+00 to Sta. 3019+50) (Contract No. 4543)

2,000 cu. yds.	Coarse Crushed Material in Base	$1.30	$ 2,600.00
500 cu. yds.	3/4" - 0 Material in Base	1.55	775.00
60 M-gal.	Sprinkling	1.75	105.00
0.20 mile	Preparation of Base	300.00	60.00
50 cu. yds.	3/4" - 0 Material in Binder Course	3.00	150.00
10 tons	RC-3 Asphalt in Binder Course	42.50	425.00
1,000 tons	Class "B" Asphaltic Concrete	4.90	4,900.00
2 tons	RS-1 Asphalt	43.00	86.00
4 tons	RS-2 Asphalt in Pavement Seal	43.00	172.00
20 cu. yds.	Aggregates in Pavement Seal	3.50	70.00
	Subtotal		$ 9,343.00
	10% Engr. & Cont.		934.30
	Total		$ 10,277.30

Length of Roadway 0.199 Mile
Cost of Roadway Per Mi. $51,644.72

Type Code 6201
4 Lane Roadway (Sta. 3179+00 to Sta. 3196+11.35) (Contract No. 4338)

10 cu. yds.	Drainage Excavation, Unclassified	$3.50	$ 35.00
650 cu. yds.	Island Backfill	0.75	487.50
350 cu. yds.	Furnishing and Placing Topsoil	1.00	350.00
250 lin. ft.	1½" Electrical Conduit	0.75	187.50
60 lin. ft.	8" Corrugated Metal Pipe	2.25	135.00
1 only	Concrete Catch Basins	75.00	75.00
32 cu. yds.	Concrete Curbs	42.00	1,344.00
90 cu. yds.	Concrete in Islands	36.00	3,240.00
9,300 cu. yds.	Crusher-run Material in Base	1.32	12,276.00
2,400 cu. yds.	3/4" - 0 Material in Base and Shoulders	2.00	4,800.00
300 M-gal.	Sprinkling	2.00	600.00
0.32 mile	Preparation of Base	100.00	32.00
200 cu. yds.	3/4" - 0 Material in Binder Course	3.00	600.00
30 tons	RC-3 Asphalt in Binder Course	40.00	1,200.00
4,700 tons	Class "B" Asphaltic Concrete	5.00	23,500.00
6 tons	Furnishing & Placing RS-1 Asphalt	45.00	270.00
10 cu. yds.	Aggregate in Pavement Seal	3.50	35.00
300 lin. ft.	Asphaltic Concrete Traffic Markers	1.00	300.00
			$ 49,467.00

Type Code 6201
4 Lane Roadway (Sta. 2105+50 to Sta. 2123+40) (Sta. 2701+60 to Sta. 3009+00)
(Contract No. 4543)

37,000 cu. yds.	Coarse Crushed Material in Base	$1.30	$ 48,100.00
9,000 cu. yds.	3/4" - 0 Material in Base	1.55	13,950.00
1,140 M-gal.	Sprinkling	1.75	1,995.00
2.39 mile	Preparation of Base	300.00	717.00
800 cu. yds.	3/4" - 0 Material in Binder Course	3.00	2,400.00
140 tons	RC-3 Asphalt in Binder Course	42.50	5,950.00
21,000 tons	Class "B" Asphaltic Concrete	4.90	102,900.00
38 tons	RS-1 Asphalt	43.00	1,634.00
76 tons	RS-2 Asphalt in Pavement Seal	43.00	3,268.00
380 cu. yds.	Aggregates in Pavement Seal	3.50	1,330.00
4,700 lin. ft.	Asphaltic Concrete Traffic Markers	0.75	3,525.00
			$185,769.00

Subtotal	$235,236.00
10% Engr. & Cont.	23,523.60
Total	$258,759.60

Length of Roadway	2.718 Miles
Length of 1 Structure	0.000 Mile
Total Length	2.718 Miles
Cost of Roadway Per Mi.	$95,204.20

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2 Lane Roadway	$260,463.50	$161,345.00	$ 99,118.50
3 Lane Roadway	10,277.30	6,366.00	3,911.30
4 Lane Roadway	258,759.60	160,289.00	98,470.60
	$529,500.40	$328,000.00	$201,500.40

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939; Chap. 491, Laws 1951; Chap. 20, Laws 1953.

State Funds For Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. BFI - 78 (24)

SHADY - BOOTH RANCH SECTION OF THE PACIFIC

HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, Jan. 4, 1955

Type Code 6201
2 Lane Roadway (Sta. 3196+11.35 to Sta. 3265+00)

11,000 Cu. Yds.	Crusher-run Material in Base	$ 1.80	$19,800.00
3,300 Cu. Yds.	3/4"-0 Material in Base and Shoulders	2.00	6,600.00
370 M-Gal.	Sprinkling	2.50	925.00
1.30 Miles	Preparation of Base	200.00	260.00
250 Cu. Yds.	3/4"-0 Material in Binder Course	3.25	812.50
40 Tons	RC-3 Asphalt in Binder Course	40.00	1,600.00
4,700 Tons	Class "B" Asphaltic Concrete	5.50	25,850.00
10 Tons	Furnishing and Placing RS-1 Asphalt	42.00	420.00
30 Cu. Yds.	Aggregate in Pavement Seal	3.50	105.00
	Subtotal		$56,372.50
	10% Engr. & Cont.		5,637.25
	Total		$62,009.75
	Length of Roadway	1.299 Mile	
	Cost of Roadway Per Mile	$47,736.52	

Type Code 6201
4 Lane Roadway (Sta. 3179+00 to Sta. 3196+11.35)

10 Cu. Yds.	Drainage Excavation, Unclassified	$ 3.00	$ 30.00
650 Cu. Yds.	Island Backfill	1.50	975.00
350 Cu. Yds.	Furnishing and Placing Topsoil	1.75	612.50
250 Lin. Ft.	1¼" Electrical Conduit	1.25	312.50
60 Lin. Ft.	8-Inch Corrugated Metal Pipe	2.50	150.00
1 Only	Concrete Catch Basins	75.00	75.00
32 Cu. Yds.	Concrete Curbs	45.00	1,440.00
90 Cu. Yds.	Concrete in Islands	45.00	4,050.00
9,300 Cu. Yds.	Crusher-run Material in Base	1.80	16,740.00
2,400 Cu. Yds.	3/4"-0 Material in Base and Shoulders	2.00	4,800.00
300 M-Gal.	Sprinkling	2.50	750.00
0.32 Mile	Preparation of Base	200.00	64.00
200 Cu. Yds.	3/4"-0 Material in Binder Course	3.25	650.00
30 Tons	RC-3 Asphalt in Binder Course	40.00	1,200.00
4,700 Tons	Class "B" Asphaltic Concrete	5.50	25,850.00
6 Tons	Furnishing and Placing RS-1 Asphalt	42.00	252.00
10 Cu. Yds.	Aggregate in Pavement Seal	3.50	35.00
300 Lin. Ft.	Asphaltic Concrete Traffic Markers	1.00	300.00
	Subtotal		$58,206.00
	10% Engr. & Cont.		5,828.60
	Total		$64,114.60
	Length of Roadway	0.324 Mile	
	Cost of Roadway Per Mile	$197,884.56	

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2 Lane Roadway	$62,009.75	$38,349.00	$23,660.75
4 Lane Roadway	64,114.60	39,651.00	24,463.60
	$126,124.35	$78,000.00	$48,124.35

Oregon State Highway Department

Federal Aid Project
No. BFI-78(24)

SHADY-BOOTH RANCH SECTION

OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 18, 1955

Type Code 6201
2-lane Roadway (Sta. 3196+11.35 to Sta. 3265+00)(Contract No. 4338)

11,000 cu. yds.	Crusher-run Material in Base	$ 1.32	$ 14,520.00
3,300 cu. yds.	3/4" - 0 Material in Base and Shoulders	2.00	6,600.00
370 M-gal.	Sprinkling	2.00	740.00
1.30 miles	Preparation of Base	100.00	130.00
250 cu. yds.	3/4" - 0 Material in Binder Course	3.00	750.00
40 tons	RC-3 Asphalt in Binder Course	40.00	1,600.00
4,700 tons	Class "B" Asphaltic Concrete	5.00	23,500.00
10 tons	Furnishing and Placing RS-1 Asphalt	45.00	450.00
30 cu. yds.	Aggregate in Pavement Seal	3.50	105.00
			$ 48,395.00

Type Code 6201
2-lane Roadway (Sta. 2823+40 to Sta. 2900+60)(Sta. 3019+50 to Sta. 3179+00)

6 cu. yds.	Drainage Excavation, Unclassified	$ 3.00	$ 18.00
30,000 cu. yds.	General Excavation, Unclassified	0.75	22,500.00
155,000 yd. sta.	Short Overhaul	0.02	3,100.00
900 C-yd. sta.	Long Overhaul	0.50	450.00
All Required	Finishing Roadbed and Slopes		200.00
18 lin. ft.	36" Concrete Pipe, Extra Strength	14.00	252.00
46 cu. yds.	Concrete Islands	45.00	2,070.00
300 lin. ft.	1½" Electrical Conduit	2.00	600.00
38,000 cu. yds.	Coarse Crushed Material in Base	1.80	68,400.00
11,000 cu. yds.	3/4" - 0 Material in Base	2.10	23,100.00
1,200 M-gal.	Sprinkling	2.50	3,000.00
4.24 miles	Preparation of Base	200.00	848.00
750 cu. yds.	3/4" - 0 Material in Binder Course	3.25	2,437.50
120 tons	RC-3 Asphalt in Binder Course	42.00	5,040.00
17,000 tons	Class "B" Asphaltic Concrete	5.00	85,000.00
34 tons	RS-1 Asphalt	45.00	1,530.00
66 tons	RS-2 Asphalt in Pavement Seal	45.00	2,970.00
300 cu. yds.	Aggregates in Pavement Seal	4.50	1,350.00
1,000 lin. ft.	Asphaltic Concrete Traffic Markers	1.00	1,000.00
			$223,865.50
	Subtotal		272,260.50
	10% Engr. & Cont.		27,226.05
	Total		$299,486.55

Length of Roadway	5.527 Miles
Length of 3 Structures	0.103 Mile
Length of 1 Structure	0.149 Mile (Exception)
Total Length	5.779 Miles
Cost of Roadway Per Mile	$54,186.09

Type Code 6201
4 Lane Roadway (Sta. 3009+00 to Sta. 3019+50)

2,000 cu. yds.	Course Crushed Material in Base	$1.80	$ 3,600.00
500 cu. yds.	3/4" - 0 Material in Base	2.10	1,050.00
60 M-gals.	Sprinkling	2.50	150.00
0.20 mile	Preparation of Base	200.00	40.00
50 cu. yds.	3/4" - 0 Material in Binder Course	3.25	162.50
10 tons	RC-3 Asphalt in Binder Course	42.00	420.00
1,000 tons	Class "B" Asphaltic Concrete	5.00	5,000.00
2 tons	RS-1 Asphalt	45.00	90.00
4 tons	RS-2 Asphalt in Pavement Seal	45.00	180.00
20 cu. yds.	Aggregates in Pavement Seal	4.50	90.00
	Subtotal		$ 10,782.50
	10% Engr. & Cont.		1,078.25
	Total		$ 11,860.75

Length of Roadway	0.198 Mile
Cost of Roadway Per Mile	$59,902.77

Type Code 6201
4 Lane Roadway (Sta. 3179+00 to Sta. 3196+11.35)(Contract No. 4333)

10 cu. yds.	Drainage Excavation, Unclassified	$3.50	$ 35.00
650 cu. yds.	Island Backfill	0.75	487.50
350 cu. yds.	Furnishing and Placing Topsoil	1.00	350.00
250 lin. ft.	1¼" Electrical Conduit	0.75	187.50
60 lin. ft.	8-inch Corrugated Metal Pipe	2.25	135.00
1 only	Concrete Catch Basins	75.00	75.00
32 cu. yds.	Concrete Curbs	42.00	1,344.00
90 cu. yds.	Concrete in Islands	36.00	3,240.00
9,300 cu. yds.	Crusher-run Material in Base	1.32	12,276.00
2,400 cu. yds.	3/4" - 0 Material in Base and Shoulders	2.00	4,800.00
300 M-gals.	Sprinkling	2.00	600.00
0.32 mile	Preparation of Base	100.00	32.00
200 cu. yds.	3/4" - 0 Material in Binder Course	3.00	600.00
30 tons	RC-3 Asphalt in Binder Course	40.00	1,200.00
4,700 tons	Class "B" Asphaltic Concrete	5.00	23,500.00
6 tons	Furnishing and Placing RS-1 Asphalt	45.00	270.00
10 cu. yds.	Aggregate in Pavement Seal	3.50	35.00
300 lin. ft.	Asphaltic Concrete Traffic Markers	1.00	300.00
			$ 49,467.00

Type Code 6201
4 Lane Roadway (Sta. 2805+50 to Sta. 2823+40)(Sta. 2900+60 to Sta. 3009+00)

37,000 cu. yds.	Coarse Crushed Material in Base	$1.80	$ 66,600.00
9,000 cu. yds.	3/4" - 0 Material in Base	2.10	18,900.00

1,140 M-gal.	Sprinkling	$ 2.50	$ 2,850.00
2.39 miles	Preparation of Base	200.00	478.00
800 cu. yds.	3/4" - 0 Material in Binder Course	3.25	2,600.00
140 tons	RC-3 Asphalt in Binder Course	42.00	5,880.00
21,000 tons	Class "B" Asphaltic Concrete	5.00	105,000.00
38 tons	RS-1 Asphalt	45.00	1,710.00
76 tons	RS-2 Asphalt in Pavement Seal	45.00	3,420.00
380 cu. yds.	Aggregates in Pavement Seal	4.50	1,710.00
4,700 lin. ft.	Asphaltic Concrete Traffic Markers	1.00	4,700.00
			$213,848.00
	Subtotal		263,315.00
	10% Engr. & Cont.		26,331.50
	Total		$289,646.50

Length of Roadway	2.719 miles
Length of 1 Structure	0.000 mile
Total Length	2.719 miles
Cost of Roadway per mile	$106,526.84

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-lane Roadway	$299,486.55	$177,900.00	$121,586.55
3-lane Roadway	11,860.75	7,045.00	4,815.75
4-lane Roadway	289,646.50	172,055.00	117,591.50
	$600,993.80	$357,000.00	$243,993.80

RECEIVED
JAN [illegible]
FOR FILING

FORM E-50X—37,500—2-55—62557

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 11, 1956

SUBJECT:

To: Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

NOTED
W. C. WILLIAMS

The subcontract between the Central Heating Company, Oregon Limited and R. A. Heints Construction Company, covering the hauling and processing of Items 9 and 10 and all of Item 11, on the Shady-Booth Ranch Contract No. 4548, Oregon BFI-78 (24) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Forrest Cooper
Construction Engineer

By Edwin A. Pease

Edwin A. Pease
Construction Office Engineer

EAP:of
Encls.
cc to: W. C. Williams
C. O. Polk (2)

RECEIVED
JAN 12 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 11, 1956

SUBJECT:

NOTE
W. C. WILLIAMS

To: Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

The subcontract between the Central Heating Company, Oregon Limited, and John R. Saxton, covering all of Items 1 through 6, inclusive, producing only of Items 9, 10 and 13, and the production of aggregates only for Items 15 and 18, on the Shady-Booth Ranch Contract No. 4548, Oregon BFI-78 (24) is approved, and you may so inform the interested parties.

I note in your letter of transmittal that you state this subcontract reports 18.68% of the contract total, but according to my figures that figured 35.34%, and together with the subcontract to R. A. Heints I account for 48.38% of the contract amount. If any more subcontracts are contemplated on this project, please be certain that they do not exceed the allowable 50 percent.

Four copies of the subcontract are returned herewith for distribution.

Forrest Cooper
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:of
Encls.
cc to: W. C. Williams
C. G. Polk (2)

RECEIVED
DEC 9 - 1955
FOR FILING

RF1-71(3-41)
4548

December 9, 1955

The Central Heating Co.,Oreg.Ltd.
865 Olive St.
Eugene, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4548, which was awarded to you by the State Highway Commission on November 3, covering the Shady Booth Ranch Unit,Shady-Canyonville Section of the Pacific Highway in Douglas County.

We are sending a copy of this contract to the Surety on your performance bond also.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
NOV 7 1955
FOR FILING

BFI-77(04)
4548

November 7, 1955

Central Heating Company, Oregon Ltd.
865 Olive
Eugene, Oregon

Gentlemen:

The State Highway Commission on November 3, 1955 awarded to you State Highway Contract N . 4548 for paving the Shady-Booth Ranch Unit, Shady-Canyonville Section of the Pacific Highway, about five miles south of Roseburg, in Douglas County.

This award was based on your bid of $383,502 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

RECEIVED
NOV 10 1955
FOR FILING
OREGON DISTRICT
BFI-7x(24)
4548

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

November 3, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4548 for Oregon Project BFI-78(24), Shady-Booth Ranch Section (Paving) of the Pacific Highway, to The Central Heating Company, Oregon Ltd., of Eugene, Oregon, low bidder in the amount of $383,502.00 at the November 3, 1955 bid opening.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
NOV 9 1955
STATE HIGHWAY COMMISSION

RECEIVED
OCT 27 1955
FOR FILING
OREGON DISTRICT
BFI 78(24)
454X

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

October 19, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project BFI-78(24), Shady-Booth Ranch Section (Paving) of the Pacific Highway in Douglas County.

This is to authorize your advertising for bids.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
OCT 27 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 19 1955
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
BFI-7(24)
4-14-V

08-35

October 17, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your request of October 11, 1955 for Individual Project Program Change in Item 92, Project BFI-78(24), Shady to Booth Ranch, Supplement 13, Bond-Financed Federal-aid Primary Highway Program, was approved effective October 13, 1955.

The total cost will now show $595,000; Federal funds $357,000, State funds $238,000, mileage 8.67, and character of proposed work high type pavement 2-lane 6.3 miles, 4-lane 2.4 miles.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
OCT 18 1955
STATE HI[illegible]SION

RECEIVED
FOR FILING
OREGON DISTRICT
BFI - 78(24)
4548

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

January 4, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project BFI-78(24), Shady-Booth Ranch Section (Paving) of the Pacific Highway. This is to authorize your advertising for bids.

Very truly yours,

C. O. Polk

C. O. POLK
District Engineer

RECEIVED
JAN 13 1955
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT

10-1018
4549

(date)
September 10, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4549	6-Final	Trowbridge Electric Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19546	H-160676	$ 7,008.50	9/10/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: March 31, 1956

Time Extensions: to Aug. 27, 1956

Completion Date: Aug. 2, 1956

Date Accepted: Aug. 16, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-11-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 11 1956

Ruth Rawlings

NOTED

RECEIVED
AUG 31 1956
FOR FILING

10 11 12
4541

August 31, 1956

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4549 for work performed on the Oashen-Myrtle Creek Section, Anlauf-Shady Unit, of the Pacific Highway in Douglas County was completed by the contractor, Trowbridge Electric Company, on August 2 and was formally accepted by the Highway Commission on August 16, 1956.

Final payment in the amount of $7,008.90 will be released to the contractor on or after September 10, 1956. The total contract amount is $76,076.00, of which amount $117.00 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Saint Paul-Mercury Indemnity Co.
Ken Bailey Insurance Agency
Pacific Bldg.
Roseburg, Oregon

NOTED ON CARD

FORM S-126 5M REVISED 2-56

RECEIVED
AUG 30 1956
FOR FILING

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
Coos Bay

CHAS. H. REYNOLDS, MEMBER
La Grande

M. K. McIVER, MEMBER
Portland

H. B. GLAISYER
Secretary

4549

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

August 29, 1956

Trowbridge Electric Co.
136 N. Jackson St.
Roseburg, Oregon

Gentlemen:

The State Highway Commission at its meeting held on August 16 had under discussion your request for an extension of time from May 29, 1956 to August 27, 1956 within which to complete your contract No. 4549, covering illumination installation on the Cashen-Myrtle Creek Section of the Pacific Highway in Douglas County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Frank Morgan,
Division Engineer

Robert Ellison,
Resident Engineer

P. N. Stephenson,
Bridge Engineer

RECEIVED
JUL 30 1956
FOR FILING
10-1018
4541

July 27, 1956

Request for extension of time
No. 4
August 16 and 17 meeting

Oregon State Highway Commission

Gentlemen:

Re: Anlauf-Sandy Unit Illumination
Contract No. 4949

Trowbridge Electric Company, contractor on the Anlauf-Sandy Unit Illumination contract on the Pacific Highway in Douglas County, has requested a second extension of time from May 29, 1956 to August 27, 1956 in which to complete the project.

Nonarrival of material and equipment delayed the work on this project. The lights are now in operation and only a minor amount of work remains to be done.

It is recommended that this second extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

Attached

RECEIVED
MAR 16 1956
FOR FILING

BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLASSYER
SECRETARY

10-108
4549

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 16, 1956

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Trowbridge Electric Co.
136 N. Jackson St.
Roseburg, Oregon

Gentlemen:

The State Highway Commission at its meeting held on March 1 had under discussion your request for an extension of time from March 31 to May 29, 1956 within which to complete your contract No. 4549, covering illumination installations on the Coshen-Myrtle Creek Section of the Pacific Highway in Douglas County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

W. A. Palmateer,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
FEB 23 1956
FOR FILING

10-1018

4549

February 22, 1956

Request for extension of time
No. 4
March 1 and 2 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Goshen-Myrtle Creek
Illumination Installations
Contract No. 4549

Trumbridge Electric Company, contractor on the illumination project on the Anlauf-Cheaty Unit of the Goshen-Myrtle Creek Section of the Pacific Highway in Douglas County, has requested an extension of time from March 31, 1956, to May 29, 1956, in which to complete the contract.

Work on this project was not feasible during the month of January due to adverse weather conditions. The installations will probably be completed considerably in advance of the 90-day extension requested, but the full 90-day time extension probably will be needed to ensure weather suitable for painting.

It is recommended that this time extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

PHB/dp

Attached

RECEIVED
NOV 30 1955
FOR FILING

10-1018
4549

November 29, 1955

Trowbridge Electric Co.
136 North Jackson St.
Roseburg, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4549, which was awarded to you by the State Highway Commission on November 3, for illumination installations on the Goshen-Myrtle Creek Section of the Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
NOV 7 1955
FOR FILING

10-1018
4349

November 7, 1955

Trowbridge Electric Company
136 North Jackson
Roseburg, Oregon

Gentlemen:

The State Highway Commission on November 3, 1955 awarded to you State Highway Contract No. 4349 for illumination on the Anlauf-Shady Unit of the Pacific Highway in Douglas County.

This award was based on your bid of $72,500 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SLAC
P. M Stephenson

BFI-78(23) Construct 3 structures on the Shady-Canyonville Sec. of the Pacific Hwy. 1955

#4550

RECEIVED
JUL 18 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) July 17, 1957

BFI-78(33)

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4550	17-Final	Valley Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15822	H-186156	$ 17,705.90	7/17/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Dec. 31, 1956

Time Extensions: May 31, 1957

Completion Date: May 31, 1957

Date Accepted: June 27, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: July 17, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By Floyd Query
Floyd Query, Assistant Secretary

Warrant Mailed: JUL 17 1957

Ruth Rawlings

NOTED ON CARD

RECEIVED
JUL 2 1957
FOR FILING

BFI-7' (23)

4550

July 1, 1957

Valley Construction Co.
6100 N. E. Columbia Blvd.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on June 27 and 28, 1957 had under discussion your request for an extension of time from Dec. 31, 1956 to June 30, 1957 within which to complete your contract No. 4550, for Smith Ranch structures on the Shady-Canyonville Section of the Pacific Highway in Douglas County.

We are pleased to inform you that the Highway Commission granted an extension of time to May 31, 1957, the actual completion date of the project. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: P. M. Stephenson
F. D. Morgan
H. H. McClure

RECEIVED
JUN 26 1957
FOR FILING

BFI-78 (23)

4557

A

June 25, 1957

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4550 for work performed on the Shady-Canyonville Section of the Pacific Highway in Douglas County was completed by the contractor, Valley Construction Company, on May 31, 1957 but has not as yet been accepted by the Commission.

Final payment in the amount of $17,705.90 will be released to the contractor after acceptance by the Commission. The total contract amount is $441,382.62, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

cm

RECEIVED
JUN 19 1957
FOR FILING
4530

June 18, 1957

Request for Extension of Time
No. 6
June 27 and 28 meeting

Oregon State Highway Commission

Gentlemen:

Re: Shady-Canyonville Structures
Contract No. 4830

The Valley Construction Company, contractors on the Shady-Canyonville Structures, have requested an extension of time from December 31, 1956 to May 31, 1957, the date of completion of all work.

This project was delayed by a steel strike which caused the structural steel to be two months late on delivery. This delay prevented the painting of structural steel until the arrival of suitable weather during the spring of 1957.

As this structure was ready for traffic prior to the specified completion date, it is recommended that this extension of time be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

This contract does not carry the liquidated damage provisions.

Very truly yours,

R. C. Williams
State Highway Engineer

PES/rm
Attached

RECEIVED
MAY 23 1957
FOR FILING

FFT 7-1(25)
4330

May 22, 1957

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release an additional payment to Valley Construction Co. in connection with Contract No. 4550, for Booth Ranch structures on the Shady-Canyonville Section of the Pacific Highway in Douglas County. This payment, in the amount of $3,582.07, will be released to the contractor on or after June 1, 1957. The retained percentage is $13,103.40.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cm

NOTED ON CARD

RECEIVED
APR 12 1957
FOR FILING

BFI-28(23)

4580

April 11, 1957

CERTIFIED MAIL

Wells-Reed Insurance Co.
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Valley Construction Company in connection with contract No. 4990, for Booth Ranch structures, Shady-Canyonville Section of the Pacific Highway in Douglas County. This payment, in the amount of $30,351.69, will be released to the contractor on or after April 22, 1957. The retained percentage is $12,792.62.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cmm

NOTED ON CARD

RECEIVED
DEC 9 - 1955
FOR FILING

BF1-78(23)
4550

December 9, 1955

Valley Construction Company
6100 N. E. Columbia Blvd.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4550, which was awarded to you by the State Highway Commission on November 3, for constructing the Booth Ranch Structures on Shady-Canyonville Section of Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
NOV 7 1955
FOR FILING

BFI-78(23)

November 7, 1955

Valley Construction Co.
6100 N. E. Columbia Boulevard
Portland, Oregon

Gentlemen:

The State Highway Commission on November 3, 1955 awarded to you State Highway Contract No. 4550 for construction of three structures on the Shady-Canyonville Section of the Pacific Highway in Douglas County.

This award was based on your bid of $427,229 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
NOV 10 1955
FOR FILING
OREGON DISTRICT
BFI-78(23)
4550

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

November 3, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4550 for Oregon Project BFI-78(23), Booth Ranch Section (Structures) of the Pacific Highway, to Valley Construction Co. of Portland, Oregon, low bidder in the amount of $427,220.00 at the November 3, 1955 bid opening.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
NOV 9 1955
STATE HIGHWAY COMMISSION

15-3310 Siskiyou Jct.-Klamath Co. line 1955
Rock Production Project on the
7-551 Green Springs Highway.

M. W.C. Williams

August 14th, 1956

FINAL COST ANALYSIS

Siskiyou Jct.-Klamath Co. Line — Rock Production — Green Springs Highway
Contract #4551 — M. C. Lininger & Sons, Contractor — Prefix 15-8310-201(41)
Gerald Wimer, Resident Engineer

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
3/4"-½" Cr. Material in Stockpile	4,228.7	Cu. Yd.	$2.7748	$3.10	$11,733.96	$13,108.97
½"-¼" Cr. Material in Stockpile	4,527.2	" "	2.7748	3.10	12,562.25	14,034.32
¼"-#10 Cr. Material in Stockpile	2,189	" "	2.7748	2.95	6,074.12	6,457.55
S.P. Haul Adjustment, Favor of State	1,864	Yd. Mi.		0.10		- 186.40
Force Account						955.18
					$30,370.33	$34,369.62
Aggregate Sold to Air Base	355	Cu. Yd.	2.7748	3.90	985.06	1,384.65
					$31,355.39	$35,754.27

Gross Revenue	$35,754.27
Total Cost	31,355.39
Net Profit	$ 4,398.88

Net Profit Equals 12.3% of Gross Revenue

W. C. WILLIAMS

Detail of Cost

Labor:		
Labor	$10,713.14	
Labor Insurance	835.03	
Health and Welfare	330.84	
		$11,879.01
Equipment Rentals and Misc. Expense:		
Equipment Rental (Own)	$11,074.06	
" " (Hired)	243.75	
Gas, Oil & Grease	2,495.40	
P.L. & P.D. Insurance	133.91	
Small Tools	193.79	
Bond	253.30	
Home Office and General Overhead	788.21	
		15,182.42
Paid Harding Blasting Co.		4,293.96
T o t a l C o s t		$31,355.39

Breakdown of Crushing Cost

	Quantity	Unit	Total Cost	Unit Cost
Move In & Set Up	11,299.9	Cu. Yd.	$ 1,829.34	$0.1619
Drill & Shoot	"	" "	4,293.96	0.3800
Load for Crusher	"	" "	2,619.87	0.2318
Haul to Crusher	"	" "	3,717.89	0.3290
Crush	"	" "	8,781.03	0.7772
Haul to Stockpile	"	" "	6,041.14	0.5346
Stockpile	"	" "	2,199.18	0.1946
Flagging	"	" "	1,872.98	0.1657
	11,299.9	Cu. Yd.	$31,355.39	$2.7748

Total Crushing Time	200 Hours
Down Time	4 "
Operating Time	196 Hours

Average Crush per Hour = $\frac{11,299.9}{196}$ = 57.65 Cu. Yd.

Remarks:

This was a regular "State Project" located on the Green Springs Highway in Jackson County. The westerly end of the project was at the junction of the Green Springs and Siskiyou highways, approsimately 5.5 miles southeast of Ashland. The easterly end of the project was at M.P. 27.82, which mile point is the Jackson-Klamath County Line. The overall length was 22.13 miles.

The work to be done under this contract consisted of the furnishing of approximately 11,000 cubic yards of crushed material in stockpiles for later use by the State in connection with maintenance operations on the Siskiyou Junction-Klamath County Line Section of the Green Springs Highway in Jackson County.

The project was bid and awarded to M. C. Lininger & Sons on November 3rd, 1955. The contractor began moving in his 3-crusher crushing plant on January 30th, 1956 and started producing aggregate on February 11th, 1955.

The contractor elected to use the state-designated source of material located on the north side of the Green Springs Highway at M.P. 13.2. He hired the Harding Blasting Company to drill and shoot the quarry. The material shot broke nicely but covered the highway. The contractor established one-way traffic and maintained the flow of traffic by having flagmen on a 24-hour basis.

The contractor fed the crushing plant with a 3/4 cu. yd. Northwest shovel and two 8 cu. yd. trucks. He hauled to the stockpiles with six 8 cu. yd. trucks and shaped the piles with a D-7 Caterpillar tractor with a bulldozer blade.

The contractor had good equipment, fa[illegible] production and supervised the work himself, thereby making a fair profit.

M. N. Juve
Chief Cost Analyst

By . . F. W. Sugnet

RECEIVED
JUN 19 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) June 11, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
15-83,0		
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) / (DATE)
4551	3-Final	M. C. Lininger and Sons
11631	B-152650	$ 2,263.62 — 6/11/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1956

Time Extensions: None

Completion Date: April 12, 1956

Date Accepted: April 26, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-11-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUN 12 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
MAY 25 1956
FOR FILING

15 P310
4551

May 24, 1956

CERTIFIED MAIL

Maryland Casualty Co.
Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

State Highway Contract No. 4551 for rock production on the Siskiyou Jct.-Klamath County Line Section of the Green Springs Highway in Jackson County was completed by the contractor, M. C. Lininger & Sons, on April 12 and was formally accepted by the Highway Commission on April 26, 1956.

Final payment in the amount of $2,269.62 will be released to the contractor on or after June 4, 1956. The total contract amount is $34,369.62, of which amount $955.18 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Maryland Casualty Co.
Baltimore 3
Maryland

NOTED ON CARD

Form E-1-Rev 6-55—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 21 Apr 56, 19

Section Siskiyou Junc - Klamath Co Line
Kind of work rock production
Highway Greensprings
Section prefix 15-8310
Contractor M C Lininger & Sons
Contract number 4551
Date of contract 3 Nov 55, 19
Date of completion 31 July 56, 19
Date work started 16 Jan 56, 19
Estimated date of completion 12 Apr 56, 19
Project authorization $37994.63
Exclusive of Engineering $35292.79
Per cent of time elapsed 63 %
Estimated cost of completed project, exclusive of engineering $34366.77
Estimated per cent overrun or underrun . . . . . underrun . . 2.6 %
Per cent of contract completed, based on total contract price . . . . . 100 %
Engineering authorization $2701.84
Engineering cost to date $2400.00, 89 %
Date project was completed 12 Apr 56, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

FINAL REPORT

Contractor removed all equipment from project on 16 April.

Quantities were checked on Monday. Semi-final estimate was prepared and submitted on Tuesday, the third work day after contractor had completed all work required under contract items.

NOTED
W. I. WRIGHT

NOTED
L. H. Young

NOTED
FORREST COOPER

Signed [signature]
Resident Engr

Address PO Box 1122, Medford

NOTED
V. D. WOLFE

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 88365

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			11,000 cy		
Total quantities corrected to date			10,944.9 cy		
Estimated quantities moved or placed to date			10,944.9 cy		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers .....,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	clear		
Tuesday	clear		
Wednesday	clear		
Thursday	clear		
Friday	clear		
Saturday			

RECEIVED
DEC 23 1955
FOR FILING
15-8310
4551

December 22, 1955

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts, as follows:

Contract No. 4551, for rock production on the Siskiyou Jct.-Klamath County Line Section of the Green Springs Highway in Jackson County, awarded November 3, 1955.

Contract No. 4565, for rock production on the Spring Creek Hill-Klamath Falls Section of The Dalles-California Highway in Klamath County, awarded November 4, 1955.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
NOV 7 1955
FOR FILING

15- 8310
4551

November 7, 1955

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission on November 3, 1955 awarded to you State Highway Contract No. 4551 for Siskiyou Junction-Klamath County Line Rock Production Project on the Green Springs Highway, easterly of Ashland, in Jackson County.

This award was based on your bid of $33,773 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

FT-139(6) Merlin Hill Undercrossing 1955

#4452

RECEIVED
APR 29 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 25, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4552	10-Final	Ausland Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
8721	H-179078	$ 4,823.08	4/25/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1956

Time Extensions: Feb. 28, 1957

Completion Date: Feb. 28, 1957

Date Accepted: April 19, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Apr. 26, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: 4-26-57
Ruth Rawlings

RECEIVED
APR 23 1957
FOR FILING

II-13(6)

4552

April 22, 1957

Ausland Construction Co.
P. O. Box 437
Grants Pass, Oregon

Gentlemen:

The State Highway Commission at its meeting held on April 19, 1957 had under discussion your request for an extension of time from Aug. 31, 1956 to Feb. 28, 1957 within which to complete your contract No. 4552, for the Louse Creek-Grants Pass Section of the Pacific Highway in Josephine County.

We are pleased to inform you that the Highway Commission granted your request. The Commission's action was based on the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc: F. D. Morgan
Division Engineer

P. M. Stephenson
Bridge Engineer

Philip M. Oakley
Resident Engineer
Box 306
Grants Pass, Oregon

RECEIVED
APR 1957
FOR MAIL
FI
4552

April 16, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: G. H. Burnett

Gentlemen:

State Highway Contract No. 4552 for work performed on the Louse Creek-Grants Pass Section of the Pacific Highway in Josephine County was completed by the contractor, Aasland Construction Co., on Feb. 28, 1957 but has not as yet been accepted by the Commission.

Final payment in the amount of $4,823.08 will be released to the contractor after acceptance by the Commission. The total contract amount is $52,407.98, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ecm

NOTED ON CARD

RECEIVED
APR 12 1957
FOR FILING
FJ-158(E)
4552

April 10, 1957
Request for Extension of Time
No. 1
April 19 meeting

Oregon State Highway Commission

Gentlemen:

Re: Merlin Hill Undercrossing
Contract No. 4552

The Ausland Construction Company, contractor on the Merlin Hill Undercrossing on the Pacific Highway in Josephine County, has requested an extension of time from August 31, 1956, to February 28, 1957, the date of completion of the project.

It was necessary that all grading be completed before the bridge contractor could build the structure. The grading work was not completed until June, 1956.

As the contractor was not responsible for the delay of the grading contractor, it is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

This contract does not carry the liquidated damage provision.

Very truly yours,

R. C. Williams
State Highway Engineer

PHE/mm
Attached

RECEIVED
NOV 29 1955
FOR FILING

FI-138(6)
4552

6

November 28, 1955

Ausland Construction Co.
P. O. Box 437
Grants Pass, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4552, which was awarded to you on November 3 by the State Highway Commission, for constructing bridge on the Louse Creek-Grants Pass Section of the Pacific Highway in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
NOV 7 1955
FOR FILING

FI-138 (6)
1 C Sa

November 7, 1955

Ausland Construction Company
1116 Airport Drive
Grants Pass, Oregon

Gentlemen:

The State Highway Commission on November 3, 1955 awarded to you State Highway Contract No. 4554 for construction of Merlin Hill Undercrossing on the Pacific Highway in Josephine County.

This award was based on your bid of $52,580 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
NOV 10 1955
FOR FILING
OREGON DISTRICT
FI-138(6)
4552

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

November 3, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4552 for Oregon Project FI-138(6), Louse Creek-Grants Pass Section (Merlin Hill Undercrossing) of the Pacific Highway, to Ausland Construction Co. of Grants Pass, Oregon, low bidder in the amount of $52,580.00 at the November 3, 1955 bid opening.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
NOV 9 1955
STATE HIGHWAY COMMISSION

22-1603 Lebanon Traffic Signals on 1955
Four intersections.

#4553

RECEIVED
JUN 15 1956
COMMISSIONERS
FOR FILING

CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 14, 1956

Steeck Electric Company
633 S. E. Stephens St.
Roseburg, Oregon

Gentlemen:

The State Highway Commission at its meeting held on June 4 had under discussion your request for an extension of time from March 31, 1956 to April 28, 1956, the actual completion date of the contract, within which to complete your contract No. 4553, for installing traffic signals on the Lebanon (Ash St.-Grant St.) Section of the Santiam Highway in Linn County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

O. R. Kennen,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
JUN 19 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 11, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
22-1603			
4553	3-Final	Steeck Electric Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11668	B-152687	$ 5,034.93	6/11/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: March 31, 1956

Time Extensions: To April 28, 1956

Completion Date: April 28, 1956

Date Accepted: June 4, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-11-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUN 12 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
MAY 21 1956
FOR FILING

May 29, 1956

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4553 for installing traffic signals at Lebanon (Ash Street-Grant Street) Section of the Santiam Highway in Linn County was completed by the contractor, Steeck Electric Company, on April 28, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $5,084.93 will be released to the contractor after acceptance by the Commission. The total contract amount is $11,812.43 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Maryland Casualty Co.
P. E. Fowler, Agent
Equitable Bldg.
Portland, Oregon

NOTED ON CARD
gl

19

RECEIVED
MAY 21 1956
FOR FILING

22-1603
4-5-56

May 16, 1956

Request for extension of time
No. 4
June 4 and 5 envelope

Oregon State Highway Commission

Gentlemen: Re: Lebanon Traffic Signals
Contract No. 4203

Hoock Electric Co., contractor on the Lebanon Traffic Signals on the Sunset Highway in Linn County, has requested an extension of time from March 31, 1956, to April 21, 1956, the date of completion of the contract.

A delay in the arrival of traffic signal material prevented the contractor from completing the project within the specified completion date.

It is recommended that this extension be granted without penalty. This is a State project and does not require the consent of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

PHB/dp
Attachment

RECEIVED
NOV 30 1955
FOR FILING

22-1603
4553

November 29, 1955

Steeck Electric Company
633 S. E. Stephens St.
Roseburg, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4553, which was awarded to you by the State Highway Commission, for traffic signal installation in Lebanon (Ash St.-Grant St.) Section of the Santiam Highway, Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
NOV 17 1955
FOR FILING

44-1603
11573

Salem, Oregon
November 15, 1955

MISC. CONTRACTS and
AGREEMENTS No. 11573

6128
6139

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Dear Mr. Cattrall:

Attached is a conformed copy of an agreement with the City of Lebanon covering the traffic signal installation on the Santiam Highway in Lebanon.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Lebanon, Oregon.

Very truly yours

Secretary

rn
Attach: 1

FORM ESO—SOM—10 54—70485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 27, 1955

SUBJECT: Assignment #6139

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of a traffic signal agreement covering the traffic signal installation on the Santiam Highway in Lebanon. Both copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission.

This completes Assignment #6139.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

RECEIVED
OCT 27 1955
OFFICE OF
STATE HIGHWAY ENGINEER

6-30-55 Minute Page 28

ASSIGNMENT

Date: October 12, 1955 No. 6139 By [illegible]

Description: Letter of October 11 by Mr. Crandall attaching eight copies of agreement covering installation of traffic signals at four intersections on the Santiam Highway in Lebanon. Mr. Daniels' letter of October 4 regarding same attached.

Acknowledged by____ Referred to Cattrall

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks: For execution by city officials.

PLEASE RETURN TO
W. C. WILLIAMS

HIGHWAY DEPARTMENT

MENT CORRESPONDENCE

n, Oregon
ber 11, 1955

UBJECT: State-City Agreement
Traffic Signal Installation
Santiam Highway - Lebanon
WCW 6128

PLEASE RETURN TO
W. C. WILLIAMS

of an agreement covering installation
sections on the Santiam Highway
greements have been checked and found
Cattrall for submission to the City.

Executed 10-27-55 Report Received_____

NOTED
W. C. WILLIAMS

For F.B. Crandall
Traffic Engineer

VJ:imf
attachments

OCT 13 1955

FORM S-80X 37½ 3-54 78730

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 11, 1955

SUBJECT: State-City Agreement
Traffic Signal Installation
Santiam Highway - Lebanon
WCW 6128

To: Mr. W.C. Williams
Deputy State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

There are attached eight copies of an agreement covering installation of traffic signals at four intersections on the Santiam Highway in the City of Lebanon. These agreements have been checked and found correct and may be handed to Mr. Cattrall for submission to the City.

NOTED
W. C. WILLIAMS

For F.B. Crandall
Traffic Engineer

VJ:imf
attachments

OCT 13 1955

ASSIGNMENT

Date: October 7, 1955 No. 6128 By Zurcher

Description: Letter of October 4 by James B. Daniels attaching eight copies of agreement between the City of Lebanon and the State concerning traffic signal installations in Lebanon.

Acknowledged by____ Referred to Crandall

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks: Please check.

PLEASE RETURN TO W. C. WILLIAMS

Executed 10-12-55 Report Received_____

HIGHWAY DEPARTMENT

ENT CORRESPONDENCE

am, Oregon
ber 4, 1955

UBJECT: State-City Agreement
Traffic Signal Installatior
Santiam Highway
Lebanon, Oregon

PLEASE RETURN TO W. C. WILLIAMS

eight copies of the agreement
nd the State concerning traffic
city, along with attendant exhibits.
t the request of F. B. Crandall,

NOTED W. C. WILLIAMS

Sincerely yours,

C. W. ENFIELD
Chief Counsel

By James B. Daniel
JAMES B. DANIELS
Assistant Attorney

JBD:jv

Attach.

cc: F. B. Crandall
J. W. Cattrall

RECEIVED
OCT 7 1955
TRAFFIC ENGINEER

RECEIVED
STATE TRAFFIC ENGINEER

NOTED J. AL HEAD

FORM E30—80M—10-54—79468

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 4, 1955

SUBJECT: State-City Agreement
Traffic Signal Installation
Santiam Highway
Lebanon, Oregon

To: Mr. W. C. Williams
Deputy State Highway Engineer
O F F I C E

PLEASE RETURN TO
W. C. WILLIAMS

Dear Mr. Williams:

I hand you herewith eight copies of the agreement between the City of Lebanon and the State concerning traffic signal installations in that city, along with attendant exhibits. This agreement was prepared at the request of F. B. Crandall, Traffic Engineer.

NOTED
W. C. WILLIAMS

Sincerely yours,

C. W. ENFIELD
Chief Counsel

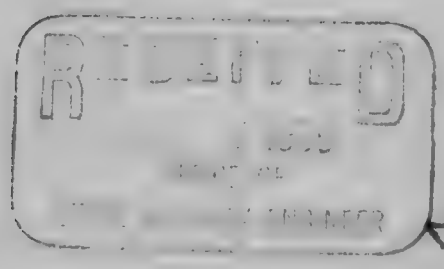
By James B. Daniels
JAMES B. DANIELS
Assistant Attorney

JBD:jv

Attach.

cc: F. B. Crandall
J. W. Cattrall

RECEIVED
OCT 7 1955
TRAFFIC ENGINEER



NOTED
J. AL HEAD

RECEIVED
NOV 15 1955
FOR FILING

3 3 1603
4553

November 15, 1955

Mr. Van R. Thoms, City Recorder
City Hall
Lebanon, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Lebanon covering the traffic signal installation on the Santiam Highway in Lebanon.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
NOV 15 1955
FOR FILING

D D 1603
4553

November 15, 1955

Mr. Van R. Thomas, City Recorder
City Hall
Lebanon, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Lebanon covering the traffic signal installation on the Santiam Highway in Lebanon.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
NOV 7 1955
FOR FILING

22 1103
4553

November 7, 1955

Steeck Electric Company
119 N. Stephens
Roseburg, Oregon

Gentlemen:

The State Highway Commission on November 3, 1955 awarded to you State Highway Contract No. 4553 for installation of Traffic Signals at four intersections in Lebanon in Linn County.

This award was based on your bid of $11,500 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Prebert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
OCT 28 1955
FOR FILING

FORM 830—80M—10-54—79489
22-162
4202

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 27, 1955

571
5898
5183

SUBJECT:

To: Mr. C. H. Maison
Accounting Division

NOTED
W. C. WILLIAMS

L

Attached is City of Lebanon Check No. 6891 in the amount of $6,500. This amount represents the city's participation in the estimated cost of traffic signal installation on the Santiam Highway in Lebanon.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

cc: W. C. Williams
J. Al Read

RECEIVED
OCT 27 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 27 1955
FOR FILING

West Traffic Lights Lebanon
5713
5796
5990

Salem, Oregon
September 27, 1955

C.W. Enfield
Chief Counsel
Office

Preparation of State-City Agreement
Proposed Traffic Signal Installations
Santiam Highway
Lebanon

NOTED
W. C. WILLIAMS

The State Highway Commission at its meeting on June 30 and July 1, 1955, approved the installation of traffic signals at four intersections on the Santiam Highway in the City of Lebanon. Will you please prepare the necessary State-City agreement.

It is believed that the following points should be covered in the agreement:

1. The highway involved is the Santiam Highway, No. 16, US20, which, in the central portion of Lebanon, is routed over a one-way couplet with Main Street carrying southbound and Park Street carrying northbound traffic.

2. It is planned to install a fixed-time interconnected system of traffic signals at the following intersections:

   Main and Ash Streets
   Main and Sherman Streets
   Main and Grant Streets
   Park and Grant Streets

3. The installation is estimated to cost $13,000.

4. The State shall make the installation and in the first instance pay all costs thereof. The final cost shall be shared equally by the City and State.

5. When returning these signed agreements, the City shall submit its check for one-half the cost of the installation.

6. The City shall enact an ordinance or resolution prohibiting that traffic entering the intersection of Main and Grant Streets from the west from making a left turn movement to the north.

7. The City shall maintain the traffic signals after installation and pay for all electrical energy consumed. The City shall make no changes in the timing program without prior approval in writing from the State.

8. The City shall arrange for such pole contacts and power services as are necessary for the successful completion of the installation.

9. It is agreed between the parties to this contract that at such time as the material installed under this agreement is in need of replacement, the cost of such replacement shall be shared on the same basis as that of the original installation.

If after preparation, you will submit the agreements to this office through Mr. Williams' office, we will check them and care for further processing.

J.E. Crandall
Traffic Engineer

VJ:imf
attachment

cc: W.C. Williams
J.W. Cottrell

RECEIVED
JUL 28 1955
FOR FILING

Maint
Traffic
Lab

5990 Lebanon
5713
5898

4 h
6-30-'55

July 26, 1955

Mr. Van R. Thome
City Recorder
Lebanon, Oregon

Dear Mr. Thome:

Reference is made to your letter of June 9, 1955, directed to the State Highway Engineer, Mr. R. H. Baldock, in which you request the installation of traffic signals at certain street intersections on US 20 one-way couplet in Lebanon.

An engineering investigation has been made of your request and the findings were reported to the State Highway Commission at its last regular meeting. The Engineer estimated the cost of installation at $13,000. You will be pleased to know that the Commission authorized the installation subject to the city contributing 50% of the total cost and provided the city will agree to maintain the signals after they are installed and will furnish electrical energy to operate them.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ig

cc: Mr. F. B. Crandall

RECEIVED
JUN 27 1955
FOR FILING

Maint
Traffic
Light
Lebanon

June 24, 1955

Oregon State Highway Commission

Gentlemen:

We have received a request from the City of Lebanon for traffic signal installations at certain intersections on the one-way couplet of the Santiam Highway, US20, through the city. It is recommended that traffic signals be installed at the following intersections:

Main Street at Ash Street
Main Street at Sherman Street
Main Street at Grant Street
Park Street at Grant Street

The installation, which is estimated to cost $13,000, is to be shared fifty-fifty by the City and the State. There are sufficient funds in the 1955 Minor Betterment Budget for Traffic Signal Projects to be Selected to cover the State's share of the cost of installation.

This matter will be on the agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. F. E. Crandall

VJ:cp lg

RECEIVED
JUN 27 1955
FOR FILING

Maint
Traffic
Legal
Lebanon

June 24, 1955

Oregon State Highway Commission

Gentlemen:

We have received a request from the City of Lebanon for traffic signal installations at certain intersections on the one-way couplet of the Santiam Highway, 1W2O, through the city. It is recommended that traffic signals be installed at the following intersections:

Main Street at Ash Street
Main Street at Sherman Street
Main Street at Grant Street
Park Street at Grant Street

The installation, which is estimated to cost $13,000, is to be shared fifty-fifty by the City and the State. There are sufficient funds in the 1955 Minor Betterment Budget for Traffic Signal Projects to be Selected to cover the State's share of the cost of installation.

This matter will be on the agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. F. B. Crandall

VJ:cp lg

ASSIGNMENT

Date: June 21, 1955 No. [redacted] By WCW

Description: Letter of June 9 by Van R. Thome City Recorder of Lebanon regarding signalization of certain intersections on the Santiam Highway in Lebanon--Main at Ash, Sherman, and Grant and Park at Grant. File (15) attached.

Acknowledged by____ Referred to Crandall

__ Investigate and report with recommendation
X Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr._____
__ Contact correspondent and report

Remarks: Please prepare letter to Commission recommending approval.

WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 6-22-55 Report Received_____

Williams
By State Highway Engineer

Need info re Agreement + Budget of City. Sent to City.

Lebanon

LEBANON, OREGON

OF THE RECORDER

June 9, 1955

NOTED
W. C. WILLIAMS

er of March 7, 1955 and your reply
cerning the signalization of certain
ntiam Highway (US 20) in the City of

enter into formal agreement with the
t wherein it would pay one-half the
nstallation and all care for future
control lights at the following in-
tersections:

Main Street at Ash Street
Main Street at Sherman Street
Main Street at Grant Street
Park Street at Grant Street

The necessary amount of money for installation and maintenance have been included in the budget for the coming fiscal year 1955-56. The budget has been duly approved, advertised, and finally adopted by Resolution No. 18 at regular Council Meeting on June 7, 1955.

PLEASE RETURN TO
W. C. WILLIAMS

Yours truly,

Van R Thome
City Recorder

RECEIVED
JUN 21 1955
TRAFFIC ENGINEER

LEBANON — Where Industry and Agriculture Meet

City of Lebanon

MAYOR:
RALPH SCROGGIN

COUNCILMEN:
KENNETH FULLER
RICHARD E. DAVIS
R. E. HEIMERDINGER
R. D. WADDELL
MAL C. BEARD
JOE McPHERSON

RECORDER-TREASURER:
VAN R. THOME

CITY ATTORNEY:
WENDELL GRONSO

CITY HALL — LEBANON, OREGON

OFFICE OF THE RECORDER

June 9, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTE
W. C. WILLIAMS

Dear Mr. Baldock:

Please refer to my letter of March 7, 1955 and your reply dated April 4, 1955 concerning the signalization of certain intersections on the Santiam Highway (US 20) in the City of Lebanon.

The City now wishes to enter into formal agreement with the State Highway Department wherein it would pay one-half the estimated cost of the installation and all care for future maintenance for traffic control lights at the following intersections:

REFERRED TO
Williamson
By State Highway Engineer
Please have agreement prepared & sent to city.

Main Street at Ash Street
Main Street at Sherman Street
Main Street at Grant Street
Park Street at Grant Street

The necessary amount of money for installation and maintenance have been included in the budget for the coming fiscal year 1955-56. The budget has been duly approved, advertised, and finally adopted by Resolution No. 18 at regular Council Meeting on June 7, 1955.

PLEASE RETURN TO
W. C. WILLIAMS

Yours truly,

Van R Thome
City Recorder

RECEIVED
JUN 21 1955
TRAFFIC ENGINEER

RECEIVED
APR 5 1955
FOR FILING

Maint
Traffic
Light
Systems

5190
5713

April 4, 1955

Mr. Van R. Thome
City Recorder
Lebanon, Oregon

Dear Sir:

This will acknowledge receipt of your letter of March 7 regarding the signalization of certain intersections on the Santiam Highway in the city of Lebanon.

The intersections involved are as follows:

Main Street at Ash Street
Main Street at Sherman Street
Main Street at Grant Street
Park Street at Grant Street

It is estimated that installation of fixed-time traffic signals at these intersections, plus the necessary interconnection, will cost $13,000. For successful operation of your signals, it will be necessary to prohibit parking on both sides of Main Street for a distance of not less than 50 feet in advance of the signalized intersection.

If the City wishes to enter into an agreement wherein it would pay one-half the estimated cost of the installation and care for future maintenance, I will bring the matter to the attention of the State Highway Commission for its consideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. F. E. Crandall

VJ:mm lg

ASSIGNMENT

Date: March 8, 1955 No. 5713 By Lucas

Description: Letter of March 7 by Van R. Thoms, City Recorder, Lebanon, advising that the City would like to go ahead with program of traffic control lights at certain intersections and also asking for other information.

Acknowledged by____ Referred to Crandall

XX Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr._____
__ Contact correspondent and report

Remarks: Our file (12) attached.

PLEASE RETURN TO W. C. WILLIAMS

Executed 3-30-55 Report Received_____

Lebanon

BANON, OREGON

THE RECORDER

PLEASE RETURN TO W. C. WILLIAMS

March 7, 1955

of Lebanon recently voted to go ahead
installation of traffic control lights
ctions:

t
treet
eet
eet

It is requested that we be advised as soon as possible of the approximate amount of the cost of installation, so that an amount for the city's share may be included in the budget for the coming fiscal year.

Also please advise what additional information or action is necessary in order to expedite the planning and authorization for the work.

Yours truly,

Van R Thoms

City Recorder

NOTED W. C. WILLIAMS

NOTED J. AL HEAD

RECEIVED MAR 8 1955

TRAFFIC ENGINEER

RECEIVED MAR 8 1955 OREGON STATE HIGHWAY COMMISSION

LEBANON — Where Industry and Agriculture Meet

City of Lebanon

MAYOR:
RALPH SCROGGIN

COUNCILMEN:
KENNETH FULLER
RICHARD E. DAVIS
R. E. HEIMERDINGER
R. D. WADDELL
MAL C. BEARD
JOE McPHERSON

RECORDER-TREASURER:
VAN R. THOME

CITY ATTORNEY:
WENDELL GRONSO

CITY HALL — LEBANON, OREGON

OFFICE OF THE RECORDER

PLEASE RETURN TO
W. C. WILLIAMS

March 7, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Ore.

Dear Mr. Baldock:

The Council of the City of Lebanon recently voted to go ahead with the program for the installation of traffic control lights at the following intersections:

Main Street at Ash Street
Main Street at Sherman Street
Main Street at Grant Street
Park Street at Grant Street

It is requested that we be advised as soon as possible of the approximate amount of the cost of installation, so that an amount for the city's share may be included in the budget for the coming fiscal year.

Also please advise what additional information or action is necessary in order to expedite the planning and authorization for the work.

Yours truly,
Van R Thome
City Recorder

NOTED
J. AL HEAD

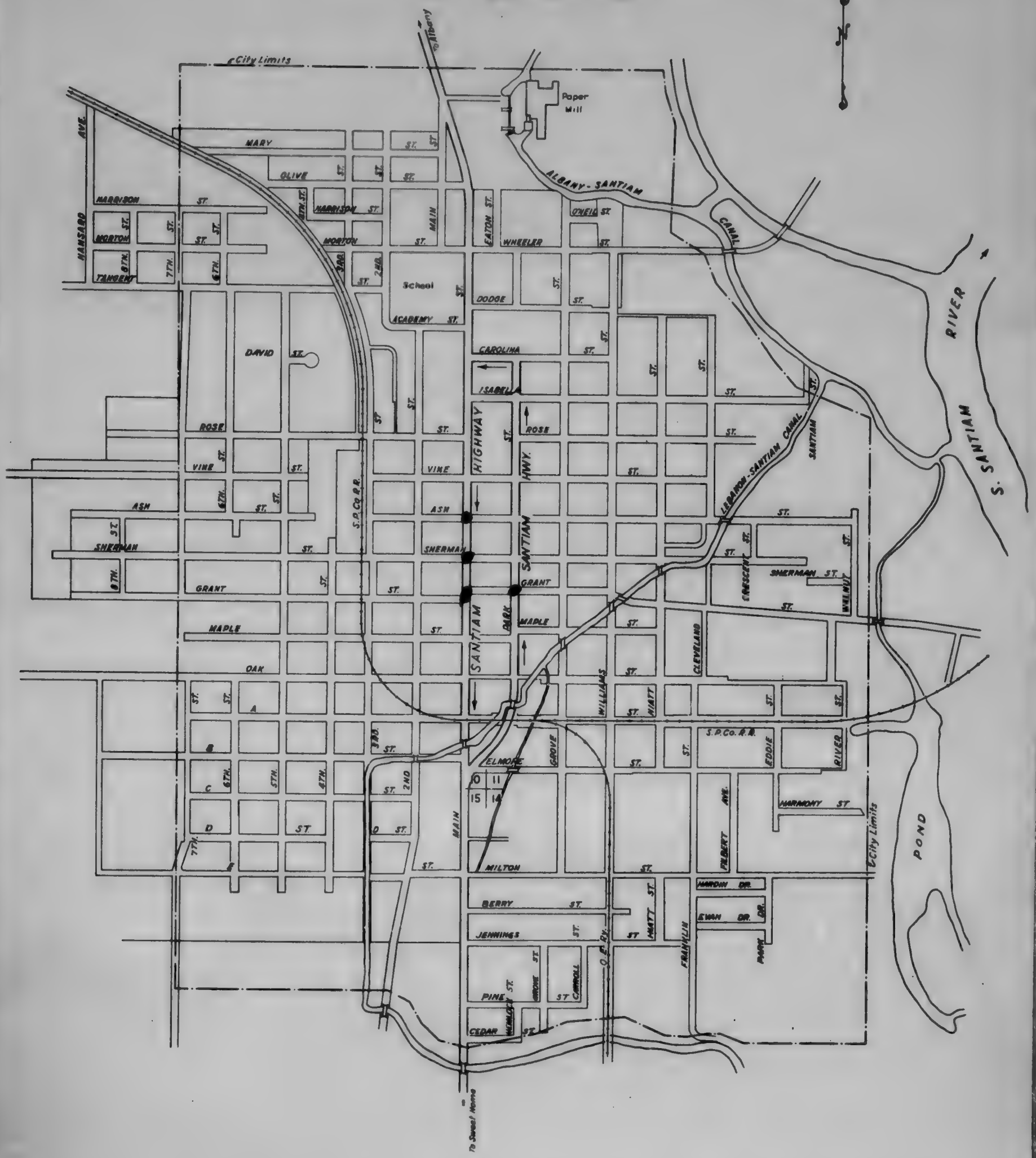
NOTED
W. C. WILLIAMS

RECEIVED
MAR 9 1955
TRAFFIC ENGINEER

RECEIVED
MAR 8 1955
OREGON
STATE HIGHWAY COMMISSION

LEBANON

Scale 500 1000 1500



Rev 6-23-49

RECEIVED
MAR 18 1954
FOR FILING

Paint
Traffic
Lights

Lebanon
5990

March 16, 1954

Mr. Kenneth Fuller, Chairman
Street Committee
Lebanon City Council
Lebanon, Oregon

Dear Sir:

This will acknowledge your letter of March 8 requesting opinion on present essentiality of signal installations in Lebanon. I do not believe that conditions are of such critical nature that signal installations cannot be postponed for a year, at least.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Elmer Fitzgerald, Mayor
Mr. F. B. Crandall

FBC:jr fp

ASSIGNMENT

Date: March 10, 1954 No. 5990 By RHB

Description: Letter 3-8-54 from Kenneth Fuller, Chairman of Street Committee, Lebanon, suggesting that traffic-light program be postponed for year.

Acknowledged by ____ Referred to CRANDALL

__ Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
X Return with rough draft of reply
__ Prepare reply for signature of Mr. _____
__ Contact correspondent and report

Remarks:

Executed 3-11-54 Report Received _____

COUNCILMEN:
G. N. Gillenwater
O. M. Stevenson
Kenneth Fuller
Glenn Huston
Richard E. Davis
Robert E. Heimerdinger

LEBANON

REGON

ON, OREGON

h 8, 1954

REFERRED TO
Arnold
By State Highway Engineer
Please prepare answer

as chairman of the Street Com-
Council.

emorandum of the discussion
e Lebanon Chamber of Commerce
raffic lights in Lebanon. I
is essential and necessary
c lights in Lebanon during the

ing this letter is that in
the coming year in contemp-
dget, we find that our finances
ny respects it seems that be-
cause of this, it might be desirable to postpone for a year the installation of traffic lights, unless they seem to be essential for the safety of our people.

I would appreciate an expression of your opinion as to whether the people of Lebanon would suffer too much if this lighting project was postponed for at least a year.

We also noted that you were having an additional survey prepared and if you are able to furnish us any information regarding this survey we would like it.

Any information you may feel free to give us relative to the traffic light situation in Lebanon would be greatly appreciated.

NOTED
R. CRANDALL

Yours very truly,

Kenneth Fuller

Kenneth Fuller,
Chairman of St. Committee

KF/dn

RECEIVED

RECEIVED
MAR 1 0 1954
TRAFFIC ENGINEER

FRANK FITZGERALD
Mayor
ILDA UNGER
Recorder-Treasurer
K. G. WILSHIRE
City Attorney

COUNCILMEN:
G. N. Gillenwater
O. M. Stevenson
Kenneth Fuller
Glenn Huston
Richard E. Davis
Robert E. Heimerdinger

CITY OF LEBANON

OREGON

LEBANON, OREGON

March 8, 1954

REFERRED TO
Arnold C.
State Highway Engineer
Please
prepare
answer

Mr. R. H. Baldock
State Highway Dep't.,
Salem, Oregon

Dear Mr. Baldock:

I am writing to you as chairman of the Street Committee of the Lebanon City Council.

I have before me a memorandum of the discussion between some members of the Lebanon Chamber of Commerce and yourself relative to traffic lights in Lebanon. I wonder if you feel that it is essential and necessary that we install any traffic lights in Lebanon during the coming year.

The reason I am writing this letter is that in analyzing our finances for the coming year in contemplation of preparing our budget, we find that our finances are rather limited. In many respects it seems that because of this, it might be desirable to postpone for a year the installation of traffic lights, unless they seem to be essential for the safety of our people.

I would appreciate an expression of your opinion as to whether the people of Lebanon would suffer too much if this lighting project was postponed for at least a year.

We also noted that you were having an additional survey prepared and if you are able to furnish us any information regarding this survey we would like it.

Any information you may feel free to give us relative to the traffic light situation in Lebanon would be greatly appreciated.

NOTED
R. CRANDALL

Yours very truly,

Kenneth Fuller

Kenneth Fuller,
Chairman of St. Committee

KF/dn

RECEIVED
MAR 10 1954
TRAFFIC ENGINEER

FITZGERALD
Mayor
ILDA UNGER
Recorder-Treasurer
K. G. WILSHIRE
City Attorney

COUNCILMEN:
G. N. Gillenwater
O. M. Stevenson
Kenneth Fuller
Glenn Huston
Richard E. Davis
Robert E. Helmerdinger

CITY OF LEBANON

OREGON

LEBANON, OREGON

March 8, 1954

REFERRED TO
Oswald West
By State Highway Engineer

Mr. R. H. Baldock
State Highway Dep't.,
Salem, Oregon

Dear Mr. Baldock:

I am writing to you as chairman of the Street Committee of the Lebanon City Council.

I have before me a memorandum of the discussion between some members of the Lebanon Chamber of Commerce and yourself relative to traffic lights in Lebanon. I wonder if you feel that it is essential and necessary that we install any traffic lights in Lebanon during the coming year.

The reason I am writing this letter is that in analyzing our finances for the coming year in contemplation of preparing our budget, we find that our finances are rather limited. In many respects it seems that because of this, it might be desirable to postpone for a year the installation of traffic lights, unless they seem to be essential for the safety of our people.

I would appreciate an expression of your opinion as to whether the people of Lebanon would suffer too much if this lighting project was postponed for at least a year.

We also noted that you were having an additional survey prepared and if you are able to furnish us any information regarding this survey we would like it.

Any information you may feel free to give us relative to the traffic light situation in Lebanon would be greatly appreciated.

NOTED
R. B. CRANDALL

Yours very truly,

Kenneth Fuller

Kenneth Fuller,
Chairman of St. Committee

KF/dn

RECEIVED
MAR 1 0 1954
TRAFFIC ENGINEER

RECEIVED

FORM E-30 2SM 9-51 23313

Transfer
Traffic
Lights
Lebanon

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 28, 1953

NOTED
W. C. WILLIAMS

SUBJECT: Request for Traffic Signals
Lebanon

To: MEMORANDUM TO THE FILES

I met this date in Mr. R. H. Baldock's office with Mr. Kenneth Sims, Chairman of the Street Committee and Mr. Charles DeFoe, Manager, both of the Lebanon Chamber of Commerce. They were inquiring as to the manner in which the City would proceed to request the installation of traffic signals.

They were advised of the Department's standard policy. Mr. Baldock said that he felt if the City was so inclined, he could make favorable report to the State Highway Commission recommending installation of signals at Grant and Park Streets and Grant and Main Streets at an estimated cost of $7,500 to $8,000. He also cautioned, however, that any signal installation would require prohibition of a certain amount of parking to improve sight distance and increase intersectional capacity. The Chamber representatives were told, however, that it would not be necessary at the outset to eliminate parking completely on Main Street as mentioned in Mr. Baldock's letter of March 19, 1953, to Charles W. Fox.

The Chamber representatives are to apprise the City of the Highway Department's policy and the City will communicate with the Department at a later date.

J. Al Head
Assistant Traffic Engineer

JAH:jr
cc - W. C. Williams

FOR FILING

CASCADES PLYWOOD CORPORATION

Marks
Ballin
Lebanon

CHARLES W. FOX
PRESIDENT

PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON

March 20, 1953

REFERRED TO
Mr. Williams
...way Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Baldock:

Thank you very much for your letter of March 19 advising of the investigation of the need of traffic signals on the main thoroughfares of Lebanon. I have passed this information along to the interested parties there.

Yours sincerely,

Charles W. Fox
President

CWF:p

NOTED
W. C. WILLIAMS

RECEIVED
MAR 23 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
53
FOR FILING

Maint
Traffic
Light
Lebanon

March 19, 1953

Mr. Charles W. Fox, President
Cascades Plywood Corporation
Public Service Building
Portland 4, Oregon

Dear Mr. Fox:

I am sorry that we have so long delayed replying to your letter of last August having reference to apparent need for traffic signals in Lebanon. The fact of the matter is that our Traffic Engineering Department has had so many such investigations to conduct that it is hard pressed to keep up to a reasonable schedule.

The investigation in Lebanon is now completed. This investigation does indicate that traffic is rapidly approaching a sufficient volume to warrant installation of traffic signals at the intersections of Ash Street, Grant Street and Oak Street with both Main Street and Park Street. However, investigation indicates that the installation of traffic signals on Main Street would very probably slow down traffic and cause some congestion, due to the very narrow width of the existing street. Main Street is only 36 feet wide and, with parking permitted on both sides, which takes up 16 feet, there is only 20 feet left for the two moving lanes of traffic. Any parking manouver, of course, blocks a full lane of the traveled way during the period of manouver.

The most practical solution would be the installation of traffic signals with a coincident prohibition of parking. If this were done, I am certain that traffic would move freely with minimum hazard, but there may be considerable opposition to the prohibition of parking on Main Street, which is, of course, in the heart of the business district. This is essentially a problem for the city officials, but we will be glad to discuss the situation with them if they so desire.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:lg RHB:hi
cc Mr. W. C. Williams
Mr. F. B. Crandall
Mr. John W. Cattrall

FORM S-80 57,000 4-52 80000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 3, 1952

To: Mr. W. C. Williams

SUBJECT: Request for Installation -
Traffic Signals
US20
Lebanon

L

Your attention is directed to Mr. Baldock's letter of August 1 addressed to Mr. Charles W. Fox, President, Cascades Plywood Corporation, Public Service Building, Portland 4, Oregon, advising that investigation would be made with respect to his request of Mr. Ben R. Chandler for the installation of traffic signals in Lebanon.

We have recently completed an investigation of conditions along the one-way couplet, and attached is a recapitulation of the traffic, both vehicular and pedestrian as well as the accident warrant as regards signalization at several intersections studied. Also attached is an 8½ x 11 plat of Lebanon showing the intersections studied along with certain proposed recommendations.

From the attached summary it is seen that none of these intersections meet the standard signalization warrants, although the intersection of Park and Grant approaches a warrant with respect to accidents and traffic, and the Main and Grant intersection approaches the warrant with respect to traffic. Here again is a situation wherein the installation of an interconnected system of traffic signals would be advisable for the optimum operation of the one-way couplet. However, Main Street is only 36' wide curb to curb with a 60' right of way, and it would not be practical to install signals on such a narrow street without complete elimination of parking or at least the parking on one side of the street. This being in the heart of the business district prohibition of parking would inflict a certain amount of hardship not only on the motorists but on the abutting property. It is thus recommended that consideration be given to the following:

1. That Main Street be widened from 36' to 44' between Vine Street and Oak Street at an estimated cost of approximately $20,000.

2. That parking be eliminated on both sides of Main Street between Carolina Street and Vine Street, and between Oak Street and Elmore Street.

NOTED
W. C. WILLIAMS

3. That six fixed-time interconnected traffic signals be installed on Main and Park Streets at their intersections with Ash, Grant and Oak Streets, at an estimated cost of $20,000.

4. It is further and finally recommended that no part of this project be undertaken unless it can all be consummated and that the entire project be shared equally by the City and the State.

F. B. Grandall
Traffic Engineer

JAH:Mgt
Attachments

RECEIVED
NOV 5 1952
OFFICE OF
STATE HIGHWAY ENGINEER

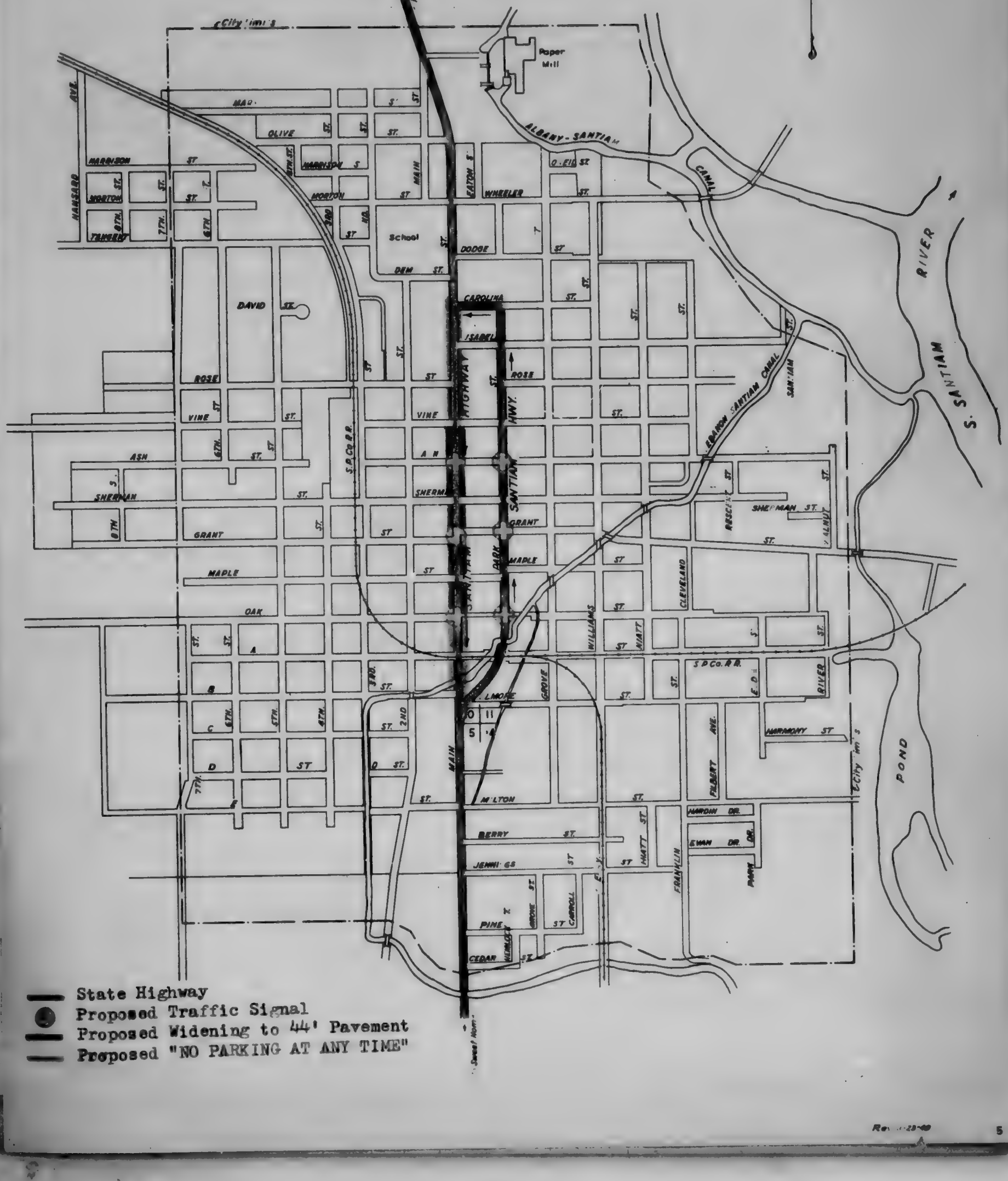
OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
October, 1952

WARRANT FOR TRAFFIC SIGNALS
Santiam Highway (US20)
Lebanon

ITEM	Main & Ash	Park & Ash	Main & Grant	Park & Grant	Main & Oak	Park & Oak	Minimum Warrant
Total Volume Warrant:							
Average Hourly Total Volume (Maximum 8 Hours)	496	477	547	524	511	442	750
Average Hourly Cross-Street Volume (Maximum 8 Hours)	135	79	100	158	119	86	175
Pedestrian Warrant:							
Average Hourly Ped. Volume Across Main Street (Maximum 8 Hours)	185	65	206	56	20	5	250
Average Hourly Veh. Volume on Main Street (Maximum 8 Hours)	338	363	430	354	352	335	600
Accident Warrant:							
Preventable Accidents (Last 12 Months)	0	2	0	3	0	1	5

LEBANON

Scale 0 500 1000 1500



State Highway
Proposed Traffic Signal
Proposed Widening to 44' Pavement
Proposed "NO PARKING AT ANY TIME"

Rev. 1-28-49

RECEIVED
FOR ENDS

CASCADES PLYWOOD CORPORATION

Maint
Traffic
Light
Lebanon

CHARLES W. FOX
PRESIDENT

PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON

August 8, 1952

NOTED

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

I appreciate very much your letter of August 1 informing me that you are having your Traffic Engineer make an investigation of the situation in Lebanon relative to traffic signals.

As expressed to Mr. Chandler, I feel very strongly that there is a need for traffic lights on the main streets, and my feelings are shared by a great many of the citizens of Lebanon. The matter was brought to my attention by our factory manager, who lives there.

Yours very truly,

Charles W. Fox

Charles W. Fox
P r e s i d e n t

CWF:p

(copy made for Mr. Crandall)

RECEIVED
AUG 11 1952
STATE HIGHWAY ENGINEER

RECEIVED
AUG 3 1952
FOR FILING

Original
Traffic
Lights
Lebanon

August 1, 1952

Mr. Charles W. Fox, President
Cascades Plywood Corporation
Public Service Building
Portland 4, Oregon

Dear Mr. Fox:

The Honorable Ben R. Chandler, Chairman of the Oregon State Highway Commission, has asked me to reply to your letter of July 25 relative to traffic signals in Lebanon.

I have asked our Traffic Engineer, Mr. F. E. Crandall, to look into the situation, after which I will again advise you.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl
cc Mr. Crandall

CASCADES PLYWOOD CORPORATION

PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON

CHARLES W. FOX
PRESIDENT

July 25, 1952

Mr. Ben R. Chandler, Chairman
State Highway Commission
c/o First National Bank
Coos Bay, Oregon

Dear Ben:

Several people in Lebanon, including our own plant manager, have brought to my attention the extreme need for traffic signals on the main streets of Lebanon, particularly on the southbound section of the present two-way highway. I have been approached on the subject to see if it would be possible to have something done by the State Highway Commission. I am writing you, therefore, to request you to investigate the situation and if your survey confirms the opinion of many of the local residents, and incidentally myself, that traffic lights are needed, that you will take such action as necessary to have signals installed.

The traffic between Albany and Sweet Home, which passes through Lebanon, is continually increasing and particularly during the summer months when the tourist traffic is unusually heavy. My personal opinion is that the lights are very much needed. In fact, from a layman's observation, there are many places on the highway where signals are installed where I am sure the traffic is nowhere near as heavy as that passing through the town of Lebanon.

I shall greatly appreciate your investigation of this problem, and if it would be more desirable for you, shall be glad to discuss it with you the next time you are in Portland.

Just returned from a vacation which included a couple of weeks at Sun Valley, where I had marvelous fishing in their famous Silver Creek, which is about thirty miles from Sun Valley.

Kindest regards.

Cordially,

Charles W. Fox

CWF:p

24-1003 Willamette Riv.-Gervais Unit 1955
Willamette Riv. Hayesville Sec.
#454 of the Portland-Salem Expressway

24-1003 Willamette Riv.-Gervais Unit 1955
Willamette Riv. Hayesville Sec.
4454 of the Portland-Salem Expressway

Contract No. 4554 file
en

PHONE KENWOOD 1400
LI 3663

Benedict Nursery Company

ESTABLISHED 1880
Growers of
RELIABLE NURSERY STOCK
735 N. E. 87TH AVENUE
PORTLAND 16, OREGON

FRUIT, SHADE AND
ORNAMENTAL TREES
SHRUBS AND ROSES

RECEIVED
1957
TRUE TO NAME
LING
1880

24

4554

April 24, 1957

REFERRED TO
C. H. MAISON, Auditor

NOTED
FLOYD QUERY

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

In answer to your letter of April 23, 1957 - regarding a purchase of sawdust by Benedict Nursery Co. from West Salem Fuel Co., deliveries came to a total of $279.00, of which there is a balance of $79.00. $150.00 was mailed in January 1957 and an additional $50.00 in April. This balance will be cleared within 30 days.

Very truly yours

BENEDICT NURSERY CO.

Lee Benedict

LB/hl

NOTED ON CARD
en

RECEIVED
APR 26 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 30 1957
FOR FILING

files

4554

April 23, 1957

Glens Falls Insurance Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

A letter has been received from West Salem Fuel Co., 1525 Edgewater Street, West Salem, stating that Benedict Nursery Co. owes them the sum of $135.00 for sawdust furnished on Contract No. 4554 for roadside improvement on the Willamette River-Gervais Unit of the Portland-Salem Expressway. Our records show that this contract was accepted by the Highway Commission on February 28, 1957 and that final payment was mailed to the contractor on March 6, 1957.

We provide this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Benedict Nursery Co.
735 N. E. 87th Avenue
Portland, Oregon

Rodgers Insurance Agency, Inc.
803 Title & Trust Building
Portland 4, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD

RECEIVED
APR 30 1957
FOR FILING

files

4554

April 23, 1957

West Salem Fuel Co.
1525 Edgewater Street
West Salem, Oregon

Attention: Mr. Maurice L. Shepard

Gentlemen:

This is to acknowledge receipt of your letter of April 17 concerning a claim you have against Benedict Nursery for sawdust furnished on our Contract No. 4554, in the amount of $135.00.

This contract is known as Roadside Improvement on the Willamette River-Gervais Unit of the Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Clackamas Counties. It was completed January 4, 1957 and accepted by the Highway Commission on February 28, 1957. Final payment was mailed to the contractor on March 6. Glens Falls Insurance Company, 803 Title & Trust Building, Portland 4, Oregon, furnished the Performance Bond for this contract, which bond is given to assure completion of the project and payment of all bills incurred in it.

If you feel it necessary to protect your claim for a period longer than six months following completion of the project and acceptance by the Highway Commission it is suggested that you file your claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the procedure in making such a filing. In the meantime, your claim will be entered in our records and we will notify the contractor and the surety that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD

FAQ:fp
Enc.

Phone
EM-2-4031

West Salem Fuel Co.

1525 Edgewater Street West Salem, Oregon

RESIDENCE
Phone
2x1820x

April 17, 1957

Mr. H. Glaisyer, Secretary
State Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

Please refer to Construction Contract No. 4554 of the Benedict Nursery Company, 735 N.E. 87th Ave., Portland, Oregon.

During the period November 9-16, 1956 we delivered sawdust to the Benedict Nursery in the Gervais area for mulching purposes along the highway which they were under contract to do by the State Highway Department. We received $150.00 as part payment on this account January 7, and the balance now due is $135.00. Statements have been mailed each month and a request was made for payment by April 5 on the last statement or the account would be reported to your department for settlement. To date we have had no reply of any kind from this firm and are now soliciting your investigation and action.

Thank you for your attention to this matter.

Very truly yours,

MAURICE L. SHEPARD, Owner
WEST SALEM FUEL CO.

cbs

REFERRED TO
BY SECRETARY

NOTED ON CARD

RECEIVED
APR 19 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 12 1957
FOR FILING

COMMISSIONERS
BEN B. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

24-1003
4554

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 8, 1957

Benedict Nursery Co.
735 N. E. 87th Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on February 28 and March 1 had under discussion your request for an extension of time from June 30, 1956 to January 4, 1957 within which to complete your contract No. 4554, for roadside improvement on Willamette River-Gervais Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Clackamas Counties.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

Glenn J. Starkey,
Resident Engineer

Tom Edwards,
Construction Engineer

OREGON STATE HIGHWAY DEPARTMENT

(date)

February 26, 1957

4-1003

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4554	7-Final	Benedict Nursery	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3676	H-174023	$ 624.26	2/26/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings

ACCOUNTING DIVISION

Specified completion Date: June 30, 1956

Time Extensions: to Jan. 4, 1957

Completion Date: Jan. 4, 1957

Date Accepted: March 1, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-5-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: MAR 6 1957

Ruth Rawlings

RECEIVED
FEB 15 1957
FOR FILING

February 14, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4554 for roadside improvement on Willamette River-Gervais Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Clackamas Counties was completed by the contractor, Benedict Nursery, on January 4, 1957 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $624.26 will be released to the contractor after acceptance by the Commission. The total contract amount is $20,808.50 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
FEB 6 1957
FOR FILING

4-1112
4554

February 6, 1957

CERTIFIED MAIL

Glens Falls Insurance Company
Pacific Coast Department
6th Floor Mills Tower
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Benedict Nursery on contract No. 4554, covering work performed on the Willamette River-Gervais Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Clackamas Counties. This payment, in the amount of $1,251.93 will be released to the contractor on or after February 16, 1957. The retained percentage is $624.26.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - Glens Falls Insurance Company
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD
2-6-57
m

RECEIVED
JAN 24 1957
FOR FILING

24-1003

4554

A

January 24, 1957

Oregon State Highway Commission

Request for extension of time
No. 1
February 26 and March 1 meeting

Gentlemen:

Herewith is a request from the Benedict Nursery Company for an extension of time on the Willamette River-Gervais Unit of the Willamette River-Hayesville Section roadside improvement, Contract No. 4554, from June 30, 1956 to January 4, 1957.

Late completion dates of the paving on this section prevented the contractor from starting as early as anticipated. Also, a shortage of sawdust for the necessary plant coverage materially delayed the contractor.

We have not suffered any increase in costs because of the overrun, and I recommend that the extension be granted without penalty.

This is not a liquidated damage contract.

Very truly yours,

M. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:ob fn

Form E-1—1024—6-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

24-1003

Section Willamette River-Gervais Unit
Willamette River-Hayesville

Highway Portland-Salem Expressway (R.H. Baldock Freeway)

Contractor Benedict Nursery Company

Date of contract November 3, 19 55

Date work started April 16, 19 56

Project authorization . . . . . $ 23,015.81
Exclusive of Engineering . . . . $ 21,379.13

For Week Ending January 5, 19 57

Kind of work Roadside Improvement

Section prefix 24-1003

Contract number 4554

Date of completion June 30, 19 56

Estimated date of completion January 4, 19 57

Per cent of time elapsed 179 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 21,749.25

Estimated per cent overrun or underrun . . . . . 1.7 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . $ 1,636.68

Engineering cost to date $ 1,400.00, 86 %

Date project was completed January 4, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed contract this week.

RECEIVED
JAN - 7 1957
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Noted
14 Jan 1958

NOTED
TOM EDWARDS

NOTED
L H. Young

NOTED
D. J. BARBEE

RECEIVED
OFFICE OF
CONSTRUCTION ENGINEER

Signed Glenn A. Starkey

Address Glenn A. Starkey, Resident Engineer
Rm 211 Lab. Bldg., Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 55633

NOTED
V. D. WOLFE

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Men 2

Supervision 1

Men and trucks under 3 tons 1

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	"		No work - Holiday.
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
JUN 25 1956
FOR FILING

June 21, 1956

NOTED
FLOYD QUERY

REFERRED TO
SECRETARY

Rich & Sons Nursery
Route 1
Hillsboro, Oregon

Attention: Mr. Samuel J. Rich

Gentlemen:

Reference is made to your letter of June 20 concerning Benedict Nursery Company. The contract to which you refer is State Highway Contract No. 4534 and described as "roadside improvement on the Willamette River-Gervais Unit of the Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Clackamas Counties.

The contract was awarded on November 3, 1955 with a specified completion date of June 30, 1956. Inquiry reveals that the job is not yet completed and that indications are it will not be completed until some time this fall. The performance bond furnished by Benedict Nursery Company in connection with this job was written by the Glens Falls Insurance Company, for whom Rogers Insurance Agency, Inc., is the local agent with offices in Room 803, Title and Trust Building, Portland 4, Oregon.

Only one payment has been made for work performed, that being Estimate No. 1 for work done to May 10, 1956. A warrant in the sum of $4,123.08 in payment for such work was mailed to Benedict Nursery Company on June 5, 1956. Voucher for Estimate No. 2 for work performed during the month ending June 10, 1956 is now being prepared. It will be in the sum of $7,454.07. It is anticipated that the warrant in such amount will be mailed to Benedict Nursery Company in about two weeks.

In the event that you find it necessary to file a claim against Benedict Nursery Company I would suggest that you do so in conformity with the Oregon Statutes, excerpts from which I enclose for your guidance. You will note that the claim should be filed with the Secretary of State prior to the expiration of a period of six months from date of completion of the project and formal acceptance of the job by the State Highway Commission.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

Oregon State Highway Commission
Salem, Oregon

Route 1 — Phone 7855
HILLSBORO, OREGON

June 20, 1956

Gentlemen:

We do not know what progress has been made or payments made to Benedict Nursery Company on their highway contract, but we should like to be informed when payments are made since we have furnished them $1487.70 in plant materials under date of March 29, 1956, for which no payment has been received by us.

Your help in this matter will be greatly appreciated.

Very truly yours,

RICH & SONS NURSERY

Samuel J Rich

SJR:MFH

RECEIVED
JUN 21 1956
OREGON
STATE HIGHWAY COMMISSION

OREGON ASSOCIATION OF NURSERYMEN
Plant America... Plant Oregon

B. GLAISYER

AMERICAN ASSOCIATION OF NURSERYMEN
AAN
1875
BEAUTY · VALUE · SERVICE

RECEIVED
DEC 9 - 1955
FOR FILING

211 - 1103
4554

December 9, 1955

Benedict Nursery Co.
735 N. E. 87th Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4554, which was awarded to you by the State Highway Commission on November 3, for roadside improvement on Willamette River-Gervais Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Clackamas Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

CEIVED
OV 7 1955
R FILING

4-1003
4554

November 7, 1955

Benedict Nursery Company
735 N. E. 87th Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on November 3, 1955 awarded to you State Highway Contract No. 4554 for roadside improvement on the Willamette River-Gervais Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Clackamas Counties.

This award was based on your bid of $19,522.50 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

gmm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
Mark Astrup

24-1004 Gervais-Chemawa Railroad Over- 1955
crossing Unit, Willamette Riv.-
#4555 Mayesville Sec. of Port. Salem Ex.

RECEIVED
MAR 12 1957
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

24-1004

4555

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

March 11, 1957

Mr. Knight Pearcy
P. O. Box 12
Salem, Oregon

Dear Sir:

The State Highway Commission on March 1 had under discussion your request for an extension of time from June 30, 1956 to January 18, 1957 within which to complete your contract No. 4555, for roadside improvement on the Gervais-Chemawa Railroad Overcrossing Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

Glenn A. Starkey,
Resident Engineer

Tom Edwards,
Construction Engineer

OREGON STATE HIGHWAY DEPARTMENT

24-1164

(date)

February 19, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4555	10-Final	Knight Peavy	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3296	H-173643	$ 578.19	2/19/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: June 30, 1956

Time Extensions: to Jan. 18, 1957

Completion Date: Jan. 17, 1957

Date Accepted: March 1, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-5-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: MAR 6 1957

RECEIVED
FEB 13 1957
FOR FILING
24-1004
4555

February 11, 1957

Oregon State Highway Commission

Request for extension of time
No. 11
February 26 and March 1 meeting

Gentlemen:

Herewith is a request from Knight Penray Company for an extension of time on the Germain-Chessman Railroad Overcrossing roadside improvement Contract No. 4555, from June 30, 1956 to January 18, 1957.

This contractor was held up to a certain extent because of the late completion of the paving on this section. A shortage of manpower this fall considerably delayed the contractor. The overrun in time has caused no inconvenience or added expense to the State, and I would recommend that the extension be granted without penalty.

This is not a liquidated damage contract.

Very truly yours,

M. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:ob fn

RECEIVED
FEB 13 1957
FOR FILING

24. 1nd
4555

February 11, 1957

CERTIFIED MAIL

Fidelity & Deposit Co.
Robert B. Cumming, Manager
900 Failing Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 4555 for roadside improvement on the Gervais-Chemawa Railroad Overcrossing Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County was completed by the contractor, Knight Pearcy, on January 17, 1957 but has not as yet been accepted by the State Highway Commission.

Final payment in the amount of $578.19 will be released to the contractor after acceptance by the Commission. The total contract amount is $19,273.16 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Fidelity & Deposit Co.
Baltimore 3
Maryland

NOTED ON CARD

Form E-1—1694—6-56

OREGON STATE HIGHWAY DEPARTMENT

24-1004

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section: Gervais-Chemawa RR O-xing Unit Willamette River-Hayesville

Highway: Portland-Salem Expressway (R.H.Baldock Freeway)

Contractor: Knight Pearcy

Date of contract: November 3, 19 55

Date work started: November 22, 19 55

Project authorization . . . . . $ 21,504.04

Exclusive of Engineering . . . . $ 19,974.86

Engineering authorization . . . . $ 1,529.86

Engineering cost to date $ 1,156.00, 76 %

For Week Ending: January 19, 19 57

Kind of work: Roadside Improvement

Section prefix: 24-1004

Contract number: 4555

Date of completion: June 30, 19 56

Estimated date of completion: January 17, 19 57

Per cent of time elapsed: 185 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 19,988.44

Estimated per cent overrun or ~~underrun~~ . . . . . 0.1 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Date project was completed: January 17, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed contract on January 17, 1957.

This is last weekly report on this project.

RECEIVED
JAN 21 1957
DIVISION 2

NOTED
FORREST COOPER

NOTED
H. Young

CONSTRUCTION DIVISION
RECEIVED
JAN 22 1957

Noted
M. N. Juve

NOTED
H. Young

NOTED-- CE ACE ACE COE

Signed: Glenn A. Starkey

Glenn A. Starkey, Resident Engineer

Address: Rm 211, Lab. Bldg., Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 96633

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Men 2

Supervision 1

Men and trucks under 3 tons 1

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday	Clear		
Thursday	Clear		
Friday			
Saturday			

FORM S-123 80M REVISED 2-56

RECEIVED
APR 30 1956
FOR FILING
24-1004
4556

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

April 27, 1956

West Salem Fuel
1525 Edgewater St.
Salem, Oregon

MAKE OF EQUIP.	MOTOR NUMBER	PUC NUMBER
Chevrolet	ORE2377	3x20002

To accomplish the completion of the contract with the Oregon State Highway Commission to plant shrubbery on the dividing median strip on that portion of the Portland-Salem Expressway between Hayesville Junction and Gervais Junction, permission is granted to transport sawdust to be used as mulch on a single drive axle solo truck, equipped with blower unit, having agross weight in excess of the posted weight limit of 10,000 pounds but not in excess of 22,000 pounds. The drive axle weight shall not exceed 15,000 pounds.

The above permission to exceed the posted limit on the subject section shall expire on May 1, 1956.

O.A. Williamson
Transportation Permit Supervisor

OAWivm
cc: Mr. W. W. Stiffler
Mr. L. L. Spaulding
Oregon State Police

NOTED
W. W. STIFFLER

RECEIVED
APR 27 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-123 50M REVISED 2-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

April 27, 1956

Capitol Lumber & Fuel Company
1420 Broadway
Salem, Oregon

MAKE OF EQUIP.	MOTOR NUMBER	PUC NUMBER
G. M. C.	A2L8113806	3x25814

To accomplish the completion of the contract with the Oregon State Highway Commission to plant shrubbery on the dividing median strip on that portion of the Portland-Salem Expressway between Hayesville Junction and Gervais Junction, permission is granted to transport sawdust to be used as mulch on a single drive axle sale truck, equipped with blower unit, having a gross weight in excess of the posted weight limit of 10,000 pounds but not in excess of 22,000 pounds. The drive axle weight shall not exceed 15,000 pounds.

The above permission to exceed the posted limit on the subject section shall expire on May 1, 1956.

G. A. Williamson
Transportation Permit Supervisor

GAW:vm
cc: Mr. W. W. Stiffler
Mr. L. L. Spaulding
Oregon State Police

NOTIED
W. W. STIFFLER

RECEIVED
APR 23 1956
FOR FILING

FORM E-123 80M REVISED 2-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

24-1034

4-25-56

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

April 19, 1956

Highway Fuel Company
2390 Fairgrounds Road
Salem, Oregon

MAKE OF EQUIP.	MOTOR NUMBER	PUC NUMBER
Dodge	T1923556	3x18313

To accomplish the completion of the contract with the Oregon State Highway Commission to plant shrubbery on the dividing median strip on that portion of the Portland-Salem Expressway between Hayesville Junction and Gervais Junction, permission is granted to transport sawdust to be used as mulch on a single drive axle sole truck, equipped with blower unit, having a gross weight in excess of the posted weight limit of 10,000 pounds but not in excess of 22,000 pounds. The drive axle weight shall not exceed 15,000 pounds.

The above permission to exceed the posted limit on the subject section shall expire on April 30, 1956.

G. A. Williamson
Transportation Permit Supervisor

GAW:vm
cc: Mr. W. W. Stiffler
Mr. L. L. Spaulding
Oregon State Police

NOTED
W. W. STIFFLER

RECEIVED
APR 19 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 23 1956
FOR FILING

FORM E-133 50M REVISED 2-55

24-1034

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT

SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

April 19, 1956

Highway Fuel Company
2390 Fairgrounds Road
Salem, Oregon

MAKE OF EQUIP.	MOTOR NUMBER	PUC NUMBER
Dodge	T1923556	3x18313

To accomplish the completion of the contract with the Oregon State Highway Commission to plant shrubbery on the dividing median strip on that portion of the Portland-Salem Expressway between Hayesville Junction and Gervais Junction, permission is granted to transport sawdust to be used as mulch on a single drive axle solo truck, equipped with blower unit, having a gross weight in excess of the posted weight limit of 10,000 pounds but not in excess of 22,000 pounds. The drive axle weight shall not exceed 15,000 pounds.

The above permission to exceed the posted limit on the subject section shall expire on April 30, 1956.

G. A. Williamson
Transportation Permit Supervisor

GAM:vm
cc: Mr. W. W. Stiffler
Mr. L. L. Spaulding
Oregon State Police

NOTED
W. W. STIFFLER

RECEIVED
APR 19 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 19 56
FOR FILING

FORM S-120 50M REVISED 3-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

24-1004
4555

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

April 18, 1956

Capitol Lumber & Fuel Company
1420 Broadway
Salem, Oregon

MAKE OF EQUIP.	MOTOR NUMBER	PUC NUMBER
G. M. C.	A248113806	3x25814

To accomplish the completion of the contract with the Oregon State Highway Commission to plant shrubbery on the dividing median strip on that portion of the Portland-Salem Expressway between Hayesville Junction and Gervais Junction, permission is granted to transport sawdust to be used as mulch on a single drive axle solo truck, equipped with blower unit, having a gross weight in excess of the posted weight limit of 10,000 pounds but not in excess of 22,000 pounds. The drive axle weight shall not exceed 15,000 pounds.

The above permission to exceed the posted limit on the subject section shall expire on April 30, 1956.

C. A. Williamson
Transportation Permit Supervisor

CAWtvm
cc: Mr. W. W.Stiffler
Mr. L. L. Spaulding
Oregon State Police

NOTED
W. W. STIFFLER

FORM E-128 80M REVISED 2-55

RECEIVED
APR 19 1956
FOR FILING

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
Coos Bay

CHAS. H. REYNOLDS, MEMBER
La Grande

M. K. McIVER, MEMBER
Portland

H. B. GLAISYER
SECRETARY

24-1004

4555

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 16, 1956

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

West Salem Fuel
1525 Edgewater St.
Salem, Oregon

MAKE OF EQUIP.	MOTOR NUMBER	PUC NUMBER
Chevrolet	ONE2377	3x20002

To accomplish the completion of the contract with the Oregon State Highway Commission to plant shrubbery on the dividing median strip on that portion of the Portland-Salem Expressway between Hayesville Junction and Gervais Junction, permission isgranted to transport sawdust to be used as mulch on a single drive axle solo truck, equipped with blower unit, having a gross weight in excess of the posted weight limit of 10,000 pounds but not in excess of 22,000 pounds. The drive axle weight shall not exceed 15,000 pounds.

The above permission to exceed the posted limit on the subject section shall expire on April 30, 1956.

C. A. Williamson
Transportation Permit Supervisor

CAW:vm
cc: Mr. W. W. Stiffler
Mr. L. L. Spaulding
Oregon State Police

NOTED
W. W. STIFFLER

RECEIVED
1956
ENGINEER

RECEIVED
JAN 12 1956
FOR FILING
4555

January 12, 1956

Mr. F. E. Joehnke
Assistant Cashier
The First National Bank of Portland
Salem Branch
280 North Liberty St.
Salem, Oregon

Dear Mr. Joehnke:

I wish to acknowledge and thank you for your letter of January 10 withdrawing your previous request for the assignment of monies due Contractor Knight Pearcy in connection with State Highway Contract No. 4555, described as Roadside Improvement of the Gervais-Chemawa Railroad Overcrossing Unit of the Willamette River-Hayesville Section of the Portland-Salem Expressway.

In view of this information, I am returning to you herewith as requested the assignment forms that you previously sent to the State Highway Commission.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

OUR 90TH ANNIVERSARY

THE FIRST NATIONAL BANK OF PORTLAND

SALEM BRANCH
280 NORTH LIBERTY • SALEM, OREGON

January 10, 1956

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

This is to confirm our telephone conversation of this date wherein we stated that we wish to withdraw the Assignment of Mr. Knight Pearcy covering proceeds payable to him for work performed under Contract No. 4555 known as Roadside Improvement Gervais - Chemawa R.R. O'Xing Unit, Willamette River-Hayesville Section of the Portland - Salem Expressway.

Would you please return the Assignment files which we previously sent to you.

We wish to thank you for the excellent co-operation which you have given us in this matter.

Very truly yours,

F. E. Joehnke
Assistant Cashier

FEJ/cg

ANSWERED
H. B. GLAISYER

RECEIVED
JAN 11 1956
STATE ... COMMISSION

OUR 90TH ANNIVERSARY

THE FIRST NATIONAL BANK OF PORTLAND

SALEM BRANCH
280 NORTH LIBERTY • SALEM, OREGON

December 5, 1955

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer
Secretary

Gentlemen:

Enclosed are two executed copies of an Assignment of the proceeds now due or to become due Mr. Knight Pearcy in connection with Oregon State Highway Contract No. 4555 which is described as "Roadside improvement on the Gervais-Chemawa Railroad Undercrossing Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway."

We would appreciate your accepting these Assignments. Thank you for your cooperation in this matter.

Very truly yours,

F. E. Joehnke
Assistant Cashier

FEJ/jaa
Enc.

RECEIVED
DEC 6 1955
OREGON
STATE HIGHWAY COMMISSION

November 30, 1955

First National Bank of Portland
Salem Branch
280 North Liberty Street
Salem, Oregon

Attention: Mr. F. E. Joehnke
Assistant Cashier

Gentlemen:

This will acknowledge receipt of your letter of November 29 and the three copies of an assignment given the bank by Knight Pearcy.

A study of the assignment reveals it to be not in the form that is acceptable to the State Highway Commission. I have rewritten the assignment on the Highway Commission's standard form, and enclose five copies of the same. We will be glad to honor it when it has been signed by Mr. Pearcy with witnesses as indicated. Please return to this office two executed copies of the assignment, one of which will be forwarded to the Secretary of State for his guidance in the preparation of the warrants as payment for work performed in connection with this job.

Upon receipt of these copies, I will return to you the assignments that you enclosed with your letter.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

MBG:jmc

Encls.

OUR 90TH ANNIVERSARY

THE FIRST NATIONAL BANK OF PORTLAND

SALEM BRANCH
280 NORTH LIBERTY • SALEM, OREGON

November 29, 1955

Oregon State Highway Department
Salem, Oregon

Gentlemen:

Enclosed are three copies of an Assignment of all proceeds payable to Knight Pearcy for work to be performed under contract No. 4555 known as Roadside Improvement Jervis - Chemawa R.R. O'King Unit, Willamette - Haysville Section, Portland - Salem Expressway, Marion County, November 1955.

We would appreciate your accepting this Assignment and returning an acknowledged copy to this bank.

Very truly yours,

F. E. Joehnke
Assistant Cashier

FEJ/cg
Enc

ANSWERED
H. B. GLAISYER

RECEIVED
NOV 30 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 5 - 1955
FOR FILING

24-1004
4555

December 2, 1955

Mr. Knight Pearcy
P. O. Box 12
Salem, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4555, which was awarded to you by the State Highway Commission on November 3, for road side improvement on Gervais-Chemawa Railroad Overcrossing Unit, Willamette River-Hayesville Section of Portland-Salem Expressway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
NOV 25 1955
FOR FILING

24-1004
4555

November 23, 1955

Mr. Knight Feavey
P. O. Box 12
Salem, Oregon

Dear Sir:

Subject: Contract No. 4555
Roadside Improvement
Corvallis-Chemawa Railroad
Overcrossing Unit

To conform with local growing and grading practices the following change is authorized in the contract specifications for the subject job:

Rosa multiflora, Item 14 on the plant list, may be changed from 18 to 24 inches, BR, No. 1 stock, conforming with applicable requirements set forth in the current issue of Horticultural Standards to 3/8 to 7/16 inch caliper Jumbo grade with tops cut back to 4 inches.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc Mr. J. D. Walker
Mr. M. H. Astorp

RECEIVED
NOV 7 1955
FOR FILING

24-1104
4555

November 7, 1955

Mr. Knight Fearcy
P. O. Box 12
Salem, Oregon

Dear Sir:

The State Highway Commission on November 3, 1955 awarded to you State Highway Contract No. 4555 for roadside improvement on Gervais-Chemawa Railroad Overcrossing Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County.

This award was based on your bid of $18,134.70 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
Mark Astrup

S-96(3) Dayton Bridge over Yamhill River. 1955

#4556

RECEIVED
OCT 3 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 3, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
1556 (VOUCHER NO.)	11- final (WARRANT NO.)	Hamilton & Thorne (AMOUNT)	(DATE)
22565	H193176	$24,243.82	10-3-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: **Sept. 30, 1956**

Time Extensions: **Dec. 15, 1956, and July 13, 1957**

Completion Date: **July 13, 1957**

Date Accepted: **Sept. 12, 1957**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **Oct. 4, 1957**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT - 4 1957

NOTED ON CARD

RECEIVED
SEP 18 1957
FOR FILING

4556

Sept. 17, 1957

CERTIFIED MAIL

Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Wash.

Gentlemen:

State Highway Contract No. 4556 for work performed on the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Highway in Yamhill County was completed by the contractor, Hamilton & Thomas, on July 13, 1957, and was formally accepted by the Highway Commission on Sept. 12, 1957.

Final payment in the amount of $24,283.82 will be released to the contractor on or after Sept. 27, 1957. The total contract amount is $292,332.45, of which amount $750.06 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[redacted]

cc: Seaboard Surety Co.
75 Maiden Lane
New York 38, N. Y.

NOTED ON CARD

RECEIVED
SEP 16 1957
FOR FILING

8-96 (3)
4 1/2

Sept. 16, 1957

Hamilton & Thomas
Box 786
Eugene, Oregon

Gentlemen:

The State Highway Commission at its meeting held on Sept. 12, 1957 had under discussion your request for a second extension of time from Dec. 15, 1956 to July 31, 1957 within which to complete your contract No. 4556, for the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Highway in Yamhill County.

The Comission granted an extension of time to July 13, the date of completion of the project. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cem

cc: P. M. Stephenson
J. D. Walker
Warren E. Mueller

NOTED ON CARD

RECEIVED
SEP 17 1957
FOR FILING

96(3)

45:2

September 11, 1957

Request for Extension of Time No. 6
Last Request for
September 12 and 13 meeting

Oregon State Highway Commission

Gentlemen:

Re: Dayton Bridge over Yamhill River
Contract No. 4936

Hamilton and Thomas, contractors on the Dayton Bridge over the Yamhill River on the Three Mile Lane Highway, has requested a second extension of time from December 13, 1956 to July 13, 1957, the date of completion of the contract.

All work on this contract was completed within the specified length of time except for dredging out the channel under the bridge. The contractor was given permission by the State to suspend the dredging out of this channel until the U. S. Corps of Engineers dredge was working in this vicinity.

Highway traffic has not been inconvenienced on this section of highway but can be yet been opened to travel.

It is recommended that this second extension be granted without penalty. This is a Federal-aid secondary highway project and does not require the concurrence of the Bureau of Public Roads.

This contract does not carry the liquidated damage provisions.

Very truly yours,

R. G. Williams
State Highway Engineer

By

G. S. Pearce
Assistant State Highway Engineer

GSP/ms

Attached

RECEIVED
MAY 31 1957
FOR FILING

S-16 - 1
4556

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 27, 1957

SUBJECT:

To:

C. A. Gardner

We are holding in our safe a warrant pending a time extension from your office.

Hamilton & Thoms Contract 4556 Est. 10 $4,270.00

E. B. Iverson
Ledgers Supervisor

cc: Forrest Cooper

NOTED
FORREST COOPER

FORM S-120 6M REVISED 3-56

RECEIVED
NOV 29 1956
FOR FILING
S-94 (2)
4556

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 28, 1956

Hamilton & Thome
Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission at its meeting held on November 8, 1956 had under discussion your request for an extension of time from September 30, 1956 to December 15, 1956 within which to complete your contract No. 4556, covering the construction of bridge on the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Highway in Yamhill County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

L. L. Jonson,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
OCT 19 1956
FOR FILING
S-96 (3)
4556

October 18, 1956

Oregon State Highway Commission

Request for extension of time
No. 13
November 8 and 9 meeting

Gentlemen:

Re: Dayton Bridge over the Yamhill River, Contract No. 4556

Hamilton and Thomas, contractors on the Dayton Bridge over the Yamhill River on the Three Mile Lane Secondary Highway in Yamhill County, have requested an extension of time from September 30, 1956 to December 15, 1956, in which to complete the project. The contractor was delayed by the nonarrival of structural steel. This steel has now arrived and has been erected, and the contractor should be able to complete the project within the time requested.

It is recommended that this extension be granted without penalty. This is a Federal-aid secondary highway project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

Attached
PMS/MM/GM
cc Mr. P. M. Stephenson

RECEIVED
NOV 23 1955
FOR FILING

S-96 (3)
4551

November 22, 1955

Hamilton & Thoms
Box 726
Eugene, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4556, which was awarded to you on November 4,1955 by the State Highway Commission, for constructing the Yamhill River Bridge on McMinnville Airport-Dayton Junction Section of the Three Mile Lane in Yamhill County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
DEC 12 1955
FOR FILING

S-96(3)
Hi 56

November 4, 1955

Hamilton & Thoms
P. O. Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission on September 23, 1955 accepted your proposal for construction of D yton Bridge over Yamhill River in Yamhill County for the sum of $295,150.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4856.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm

cc: Pac. Builder & Engineer, Inc.
2418 Third Ave.
Seattle 1, Wash.

Attn: Dorothy McCormack

R. G. Savage (SIAC)
Forrest Cooper
S. M. Probert
P. M. Stephansen

NOTED
J. Mc C.

RECEIVED
OCT 26 1955
FOR FILING

S-4121

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

1206 10-51

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 4, 1955
2:05 p.m.

Mr. T. W. Thomas

10248 N. E. Holladay St.

Portland 16, Oregon

Contract for grading, paving, etc. on Burrell-Vale Section of Central Oregon Highway, Malheur County for which you submitted low bid on September 22, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

CC: Accounting (5003-900)
Files
C. W. Head

Original to
Mr. Probert

RECEIVED
OCT 25 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 26 1955
FOR FILING

S-96(3)
4556

08-35

October 25, 1955

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your request for individual project program change in Item 348, Project S-96(3), East Unit, McMinnville Airport-Dayton Junction, Supplement 33, Federal-aid Secondary Highway Program, was approved October 18, 1955. The termini will now read: Jct. FAS 104 approximately 1.4 mile east of Airport to approximately 0.1 mile south connection FAP 9.

The length is reduced to 2.56 miles and surfacing will be of intermediate type.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
OCT 25 1955
OREGON
STATE HIGHWAY COMMISSION

Original to
Mr. Probert

RECEIVED
SEP 20 1955
FOR FILING

S-96(3)
1556

08-35

September 19, 1955

W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have been advised by our Washington office that Item 348, Project S-96(3), 33rd Supplement, Oregon Federal-Aid Secondary Program, was approved effective September 7, 1955.

Very truly yours,

C. G. POLK
District Engineer

Original & Mr. Probert

RECEIVED
SEP 19 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 30 1955
FOR FILING

S 7h (3)
4256

August 30, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Portland, Oregon

Dear Sir:

Reference is to your letter of July 21, with particular reference to Item 348, Project S-96 (3), which project is adjacent to the McMinnville Airport. You stated that the proposed project would improve the clearance from nine feet to 13 feet by a change in the highway alignment. Actually this is a misinterpretation, in that the clearance will be practically the same as now exists. The center line of the temporary connection to the existing Three Mile Lane Secondary Highway immediately opposite the north-south runway is a few feet farther removed from the airport, but the additional flight clearance is negligible.

I wish to point out to you that the project under consideration is merely a relocation of a section of the Three Mile Lane Secondary Highway extending from the McMinnville Airport to the junction of the Three Mile Lane Secondary with U99W. The prime reason for the improvement at this time is that it is imperative that we construct a new bridge across the Yamhill River immediately north of Dayton, and in order that the new bridge be on the ultimate future alignment the relocation is being made at this time.

Right of way is being purchased for an ultimate four-lane facility, and we propose to build the northerly or ultimate westbound section at this time. This will require a temporary connection to the existing highway adjacent to the McMinnville Airport, as the existing highway ultimately will become a part of the eastbound two-lane facility. Our reason for constructing the northerly or westbound facility first is that an ultimate traffic interchange will be required for an extension from the Three Mile Lane Secondary Highway to Amity, which, of course, will afford a shorter route and probably ultimately become the route of U99W. When this interchange is constructed it may be necessary to pull the opposing traffic lanes of the Three Mile Lane Secondary widely apart in order to provide an adequate interchange. This is roughly as I have sketched in red coloring on the attached map.

On the basis that we are making practically no change in the existing Three Mile Lane Secondary Highway adjacent to the McMinnville Airport, I am of the opinion that you should approve these plans. At such time as the

existing highway should be reconstructed to a four-lane facility, necessary steps may be taken to improve the flight clearance. We urge your very early consideration of these matters, and, as the existing Three Mile Lane Highway was constructed adjacent to the airport as a federal-aid project only four years ago, we fail to see why you should require reconstruction of the existing highway at this time. Due to the urgency of constructing a new bridge across the Yashill River and putting it in operation, we are very desirous of advertising this project and hence urge your early approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:ms

Enclosure

cc Mr. W. C. Williams

NE - SW Runway

McMINNVILLE AIRPORT

N.-S. Runway

Future Construction

THREEMILE

Taxiway

NE - SW Runway

McMINNVILLE AIRPORT

T. McMannville

End Project

Future Construction

THREEMILE LANE

Temporary Connection

Future Construction

HIGHWAY

N.-S. RUNWAY

NE - SW Runway

E AIRPORT

N.-S. Runway

HWAY

IGHWAY

To Dayton →

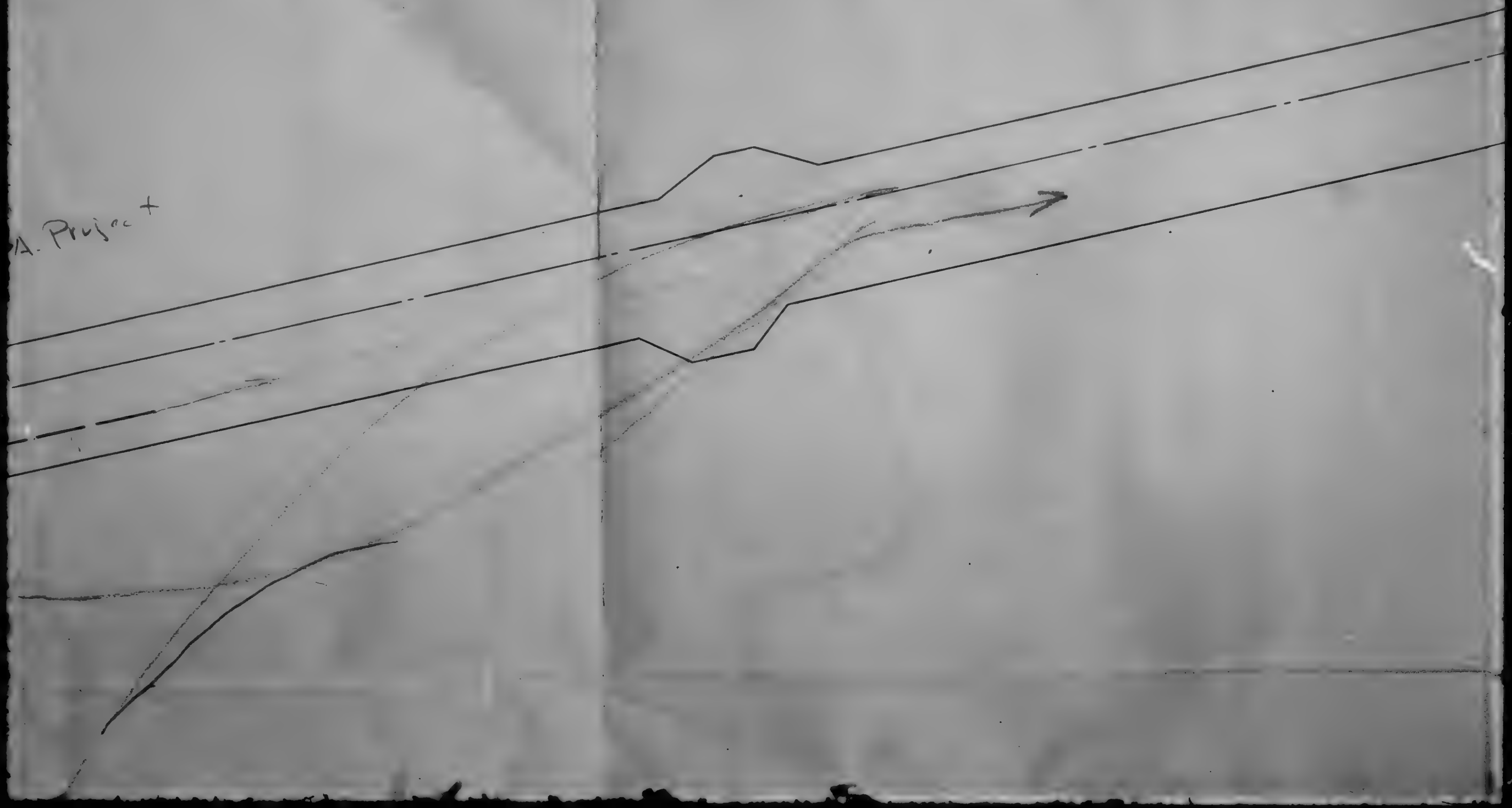
End
F.A. Project

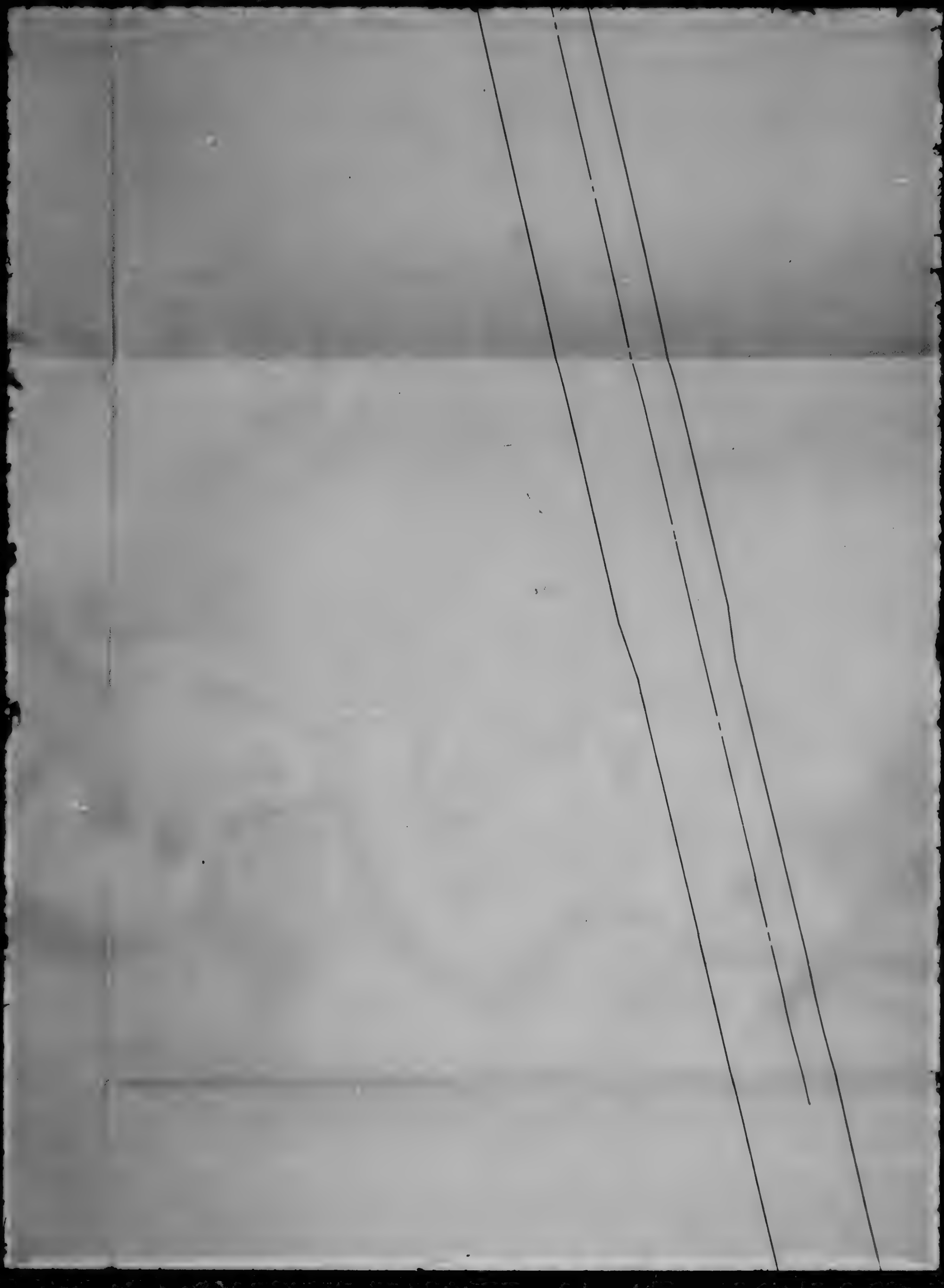
Temporary Connection

Future Construction

LANE

A. Project





RECEIVED
APR 25 1955
FOR FILING

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND DISTRICT
628 Pittock Block
Portland 5 Oregon

NPP 800.6(Yamhill R.-Bridges)-1

April 18, 1955

PUBLIC NOTICE

The Oregon State Highway Department, Salem, Oregon, has applied to the Corps of Engineers, Department of the Army for approval of the location and plans for a BRIDGE to be constructed across YAMHILL RIVER at DAYTON, OREGON.

The site for the proposed bridge will be approximately 2000 feet upstream (westerly) from the existing bridge at Dayton. The structure as proposed will have a single fixed span crossing the low water channel, and two principal fixed side spans landward from the low water line.

Navigation clearances in the span crossing the low water channel will be as follows:

Horizontal, at right angle to the current	115 feet
Vertical - Above Low Water	68 feet
Above Extreme High Water	14.2 feet

Maps and plans for the work are on file and may be seen in this office.

Letters concerning the effect of the work on navigation are requested from all navigation interests and from the officials of the city, county or local civic organizations whose interests may be affected by the proposed structure. A public hearing will not be held unless the response to this notice indicates one is needed. Replies to this notice should be mailed to reach this office not later than May 12, 1955.

T. W. RAGSDALE
Chief, Operations Division

NOTED
G. S. PAXSON

RECEIVED
APR 19 1955
STATE HIGHWAY COMMISSION

RECEIVED
APR 12 1955
FOR FILING

Conf

April 11, 1955

The District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Application is hereby made by the State Highway Department of the State of Oregon at Salem, Oregon, for approval by the Chief Engineer and the Secretary of the Army of plans of a bridge to be constructed across the Yamhill River at a point approximately four and one-half miles above the mouth of the waterway, as shown on the attached plan.

The legal authority for the structure is found in the General Bridge Act of 1946. Specific authority of the engineer to prepare plans and specifications is found in O.C.L.A., Section 100-126, Subsection 6. Attached hereto is an excerpt from the minutes of the Highway Commission authorizing the construction of the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

PMS/ds
cc P. M. Stephenson

RECEIVED
MAR 30 1955
FOR FILING

Const
Bridges
Genl

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 29, 1955

SUBJECT:

To: Mr. G. S. Paxson

The following is a summary of a study to determine the necessary length of a south approach structure to the proposed new bridge over the Yamhill River (Bridge No. 8003) about 2,000 feet upstream from the present bridge at Dayton. The vicinity map for this structure is Drawing No. 11860.

The drainage area of the Yamhill River above the proposed bridge is 745 square miles as measured from quadrangle sheets. The following critical floods at the site were estimated by correlation of gaging station data in the Yamhill watershed.

Mean annual flood (2.33 year frequency)	27,000 c.f.s.
25-year flood	46,000 c.f.s.
50-year flood	52,000 c.f.s.

A gaging station above the Yamhill locks was maintained for the years 1929-32. The drainage area is 728 square miles, or very nearly the same as at Dayton. The maximum annual floods were as follows:

1929	15,800 c.f.s.
1930	27,000 c.f.s.
1931	10,600 c.f.s.
1932	22,700 c.f.s.

These records point toward a lower mean annual flood than that listed above; however, these years were low-water years and their value is not considered to be typical.

The Corps of Engineer's report "Columbia River and Tributaries" (House Document 531, Vol. 5 of 8, 81st Congress, 2nd Session) contains a flood profile of the Willamette River (Appendix J, Part I, Plate 13). The following flood elevations of the Willamette at the mouth of the Yamhill were taken from this profile.

Feb. 1927	97 ft.
Dec. 1945	98 ft.
Jan. 1943	103 ft.
Jan. 1923	106 ft.
Feb. 1890	116 ft.
Dec. 1861	118 ft.

NOTED
G. S. PAXSON

Low water at the mouth of the Yamhill is about 53 feet. The average winter level when there is no flood is about 63 feet. The mouth is about 5.0 miles downstream from the present bridge and 5.4 miles from the proposed bridge.

The waterway areas under the present bridge to various levels are as follows:

Elevation 90 ft. -	7,350 sq. ft.
Elevation 100 ft.	12,050 sq. ft.
Elevation 107.8 ft.	16,800 sq. ft.

The 107.8-foot elevation is that reached by the 1923 flood. These areas are based on no appreciable flow through 400 feet of the north approach. This is a low trestle with tower bracing. The area under the trestle is grown up with brush. There is a brush-grown fence just downstream from the trestle.

Corresponding areas for the proposed bridge with the south approach structure ending at about Station 327 and fill slope extending to Station 327+50 are as follows:

Elevation 90 ft.	7,000 sq. ft.
Elevation 100 ft.	10,650 sq. ft.
Elevation 107.8 ft.	14,375 sq. ft.

In those floods for which records are available, the crest of the Yamhill flood has reached the mouth about two days before the arrival of the Willamette crest at that point. The Yamhill floodwater reaches the lower section of the Yamhill on the rising stage of the Willamette. This causes general flooding at very low velocities. This condition continues until the Willamette recedes when velocities increase and the area draws off.

Two conditions were checked as being extreme as far as bridge-opening requirement is concerned. If the Yamhill watershed were subjected to an isolated 50-year flood with the Willamette at its winter average of about 63 feet at the mouth of the Yamhill, the Yamhill channel would carry the flood with little or no overbank flow. The elevation at the proposed bridge would be about 95. The south approach fill would have no influence on this.

If a 50-year flood on the Yamhill occurred on the falling stage of a Willamette flood, the worst possible conditions as concerns waterway area would be developed. For this calculation it is assumed that the floodwater on an area 10 miles long and 1,000 feet wide is lowered at the rate of 0.5 foot per hour and that this discharge is added to a 50-year flood. This would give a total discharge of 52,000 plus 8,000, or 60,000 c.f.s. Assuming 105 feet as the starting elevation, the waterway area at the proposed bridge would be 12,950 square feet. The average velocity would be 4.6 feet per second.

Under the same set of conditions but with no fill in the south flood plain, the average velocity in the main channel would be 4.2'per second. The maximum backwater head caused by the fill under these conditions would be 2 to 3 inches.

March 29, 1955

Mr. G. S. Paxson -3

A fill across the south flood plain to about Station 327+50 would seem to be safe. A culvert through the fill will be necessary to drain the low area upstream from the fill. Unless some protection is afforded, erosion below the culvert can be expected. Some bank protection should be provided around the end of the fill at Station 327+50. I see no need for general protection along the upstream face of the fill.

Very truly yours,

Roy C. Edgerton

RCE:gm

cc P. M. Stephenson

F-326(1) Burrell-Vale Sec. of the Central Oregon Highway 1955

#4557

RECEIVED
DEC 10 1957
FOR FILING

E-326(1)

4557

December 9, 1957

Mr. L. H. VanBuskirk
c/o Lloyd's Insurance
Denny Building
Walla Walla, Washington

Dear Mr. VanBuskirk:

Responding to your request of December 5, 1957 I enclose excerpts from the Oregon laws with respect to the filing of claims against State Highway Contracts.

The State Highway Department has no special form for the filing of claims, but in looking over the enclosed excerpt you will note the suggested form therein. You will also note that the claim must be filed with the Secretary of State prior to the expiration of the period of six months from date of completion of the contract and acceptance of the same by the State Highway Commission; however, we would like to have a copy of it in our files.

You mentioned that you wished to file a claim against the T. W. Thomas job at Vale, Oregon. Our records show that Mr. Thomas was awarded two contracts in that vicinity, one being State Highway Contract No. 4557 for grading and paving and bridge construction on the Burrell-Vale Section of the Central Oregon Highway, and the other, State Highway Contract No. 4740 for construction of the Vale (Naches and "F" Streets) paving project.

Contract No. 4557 was completed by Mr. Thomas on October 25, 1956 and was accepted by the Highway Commission on January 22, 1957. Final payment was made to Mr. Thomas on March 22, 1957 and the warrant for a post final was mailed to him on September 11, 1957. It seems, therefore, that the time for the filing of the claim with the Secretary of State has elapsed; however, I might say that the bond furnished by Mr. Thomas in this instance was written by the Maryland Casualty Company, for whom Mansfield & Co., 1975 S. W. 5th Avenue, Portland 1, Oregon, is the local agent.

Our records show that Contract No. 4740 was completed by Mr. Thomas on September 21, 1956 and was accepted by the Highway Commission on November 8, 1956. The warrant for final payment was mailed on December 11, 1956. The bond furnished by Mr. Thomas in connection with this job was written by the same company that wrote the bond on Contract No. 4557.

December 9, 1957

Mr. VanBuskirk

It appears from this record that it is too late to file an official claim against either of these contracts.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Encl.

insure with

LLOYD'S

insurance . loans . real estate

TELEPHONE
JACKSON 6-4110

R. C. LLOYD
RAY FORREST
ROBERT E. LANDT

DENNY BUILDING
WALLA WALLA, WASHINGTON

December 5, 1957

Mr. H. B. Glaisyer
State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Would you please send the forms that are necessary to file a claim on the T. W. Thomas job at Vale, Oregon. Thank you.

Sincerely yours,

L. H. VanBuskirk

ANSWERED
H. B. GLAISYER

RECEIVED
DEC 3 1957
OREGON
STATE HIGHWAY COMMISSION

filed

OREGON STATE HIGHWAY DEPARTMENT

(date)

September 10, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4557	15 p.f.	T. W. Thomas	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20578	M1991180	$524.40	Sept. 10, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: July 31, 1956

Time Extensions: Oct. 25, 1956

Completion Date: Oct. 25, 1956

Date Accepted: Jan. 22, 1957

Penalties: None of record

Claims: Claim of Boise Payette Lumber Co. in sum of $1,000.

Remarks:

Date: Sept. 11, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

SEP 11 1957

NOTED ON CARD

RECEIVED
AUG 26 1957
FOR FILING

August 23, 1957

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

You are hereby notified that a post-final payment will be made to T. W. Thomas on Contract No. 4557, for bridge, grading, and paving on the Burrell-Vale Section of the Central Oregon Highway in Malheur County. This payment will be made as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $197,070.34, including the post-final payment of $524.40. Of the total, $1,721.29 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm
cc: Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED W.C. Williams

June 19, 1957

FINAL COST ANALYSIS

Burrell-Vale Section
Contract No. 4557

Bridge, Grading, and Paving
T. W. Thomas, Contractor
Keats Oliver, Resident Engineer

Central Oregon Highway
Prefix: 23-1062

NOTED
W. C. WILLIAMS

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	$ 750.00	$	$ 442.49	$ 750.00
Drainage Excavation, Unclass.	314.25	Cu. Yd.	2.25	2.02	635.98	707.06
Special Borrow Excav.,Unclass.	17,122.1	Cu. Yd.	0.55	0.48	8,285.29	9,417.16
General Excav., Unclass.	7,160.4	Cu. Yd.	0.40	0.32	2,299.31	2,864.16
Truck Haul	27,083.3	Yd. Mi.	0.22	0.221	5,995.33	5,958.33
Finish Roadbed & Slopes	4.51	Miles	150.00	113.57	512.20	676.50
12" Concrete Pipe	456	Lin. Ft.	2.25	2.13	971.81	1,026.00
18" Concrete Pipe	69	Lin. Ft.	5.00	3.01	207.72	345.00
18" Corr. Metal Pipe	10	Lin. Ft.	6.00	3.71	37.14	60.00
24" Corr. Metal Pipe	38	Lin. Ft.	6.50	5.29	201.08	247.00
30" Corr. Metal Pipe	10	Lin. Ft.	8.00	7.04	70.39	80.00
Salvage Culvert Pipe	194	Lin. Ft.	2.00	1.64	318.38	388.00
Class "A" Concrete	84.56	Cu. Yd.	58.00	53.01	4,482.67	4,904.48
Metal Reinforcement	14,080	Lbs.	0.13	0.114	1,602.76	1,830.40
Metal Sight Posts	124	Each	2.10	2.21	273.95	260.40
Coarse Crushed Mat'l in Base	17,720	Cu. Yd.	1.55	1.69	29,879.84	27,466.00
3/4"-0 Material in Base	7,244	Cu. Yd.	2.00	1.86	13,445.06	14,488.00
Sprinkling	521.6	M-gal.	2.50	3.53	1,841.53	1,304.00
*Preparation of Base	4.51	Mile	100.00	100.00	451.00	451.00
*3/4"-0 Mat'l in Binder Crse.	351	Cu. Yd.	2.60	2.03	711.46	912.60
*MC-2 Asphalt in Binder Crse.	63.23	Ton	47.00	47.00	2,971.81	2,971.81
*RS-1 Asphalt in Tack Coat	1.81	Ton	60.00	60.00	108.60	108.60
*Class "B" Asphaltic Conc.	13,469.23	Ton	6.00	5.76	77,573.23	80,815.38
*Extra for Asph. Conc. Approaches	20	Each	30.00	30.00	600.00	600.00
Provide for Traffic and Remove Old Bridge	100%	All	6,000.00		5,301.44	6,000.00

W.C. Williams
RECEIVED
JUN 21 1957

June 19, 1957

FINAL COST ANALYSIS

Burrell-Vale Section
Contract No. 4557

Bridge, Grading, and Paving
T. W. Thomas, Contractor
Keats Oliver, Resident Engineer

Central Oregon Highway
Prefix: 23-1062

NOTED
W. C. WILLIAMS

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	$ 750.00	$	$ 442.49	$ 750.00
Drainage Excavation, Unclass.	314.25	Cu. Yd.	2.25	2.02	635.98	707.06
Special Borrow Excav.,Unclass.	17,122.1	Cu. Yd.	0.55	0.48	8,285.29	9,417.16
General Excav., Unclass.	7,160.4	Cu. Yd.	0.40	0.32	2,299.31	2,864.16
Truck Haul	27,083.3	Yd. Mi.	0.22	0.221	5,995.33	5,958.33
Finish Roadbed & Slopes	4.51	Miles	150.00	113.57	512.20	676.50
12" Concrete Pipe	456	Lin. Ft.	2.25	2.13	971.81	1,026.00
18" Concrete Pipe	69	Lin. Ft.	5.00	3.01	207.72	345.00
18" Corr. Metal Pipe	10	Lin. Ft.	6.00	3.71	37.14	60.00
24" Corr. Metal Pipe	38	Lin. Ft.	6.50	5.29	201.08	247.00
30" Corr. Metal Pipe	10	Lin. Ft.	8.00	7.04	70.39	80.00
Salvage Culvert Pipe	194	Lin. Ft.	2.00	1.64	318.38	388.00
Class "A" Concrete	84.56	Cu. Yd.	58.00	53.01	4,482.67	4,904.48
Metal Reinforcement	14,080	Lbs.	0.13	0.114	1,602.76	1,830.40
Metal Sight Posts	124	Each	2.10	2.21	273.95	260.40
Coarse Crushed Mat'l in Base	17,720	Cu. Yd.	1.55	1.69	29,879.84	27,466.00
3/4"-0 Material in Base	7,244	Cu. Yd.	2.00	1.86	13,445.06	14,488.00
Sprinkling	521.6	M-gal.	2.50	3.53	1,841.53	1,304.00
*Preparation of Base	4.51	Mile	100.00	100.00	451.00	451.00
*3/4"-0 Mat'l in Binder Crse.	351	Cu. Yd.	2.60	2.03	711.46	912.60
*MC-2 Asphalt in Binder Crse.	63.23	Ton	47.00	47.00	2,971.81	2,971.81
*RS-1 Asphalt in Tack Coat	1.81	Ton	60.00	60.00	108.60	108.60
*Class "B" Asphaltic Conc.	13,469.23	Ton	6.00	5.76	77,573.23	80,815.38
*Extra for Asph. Conc. Approaches	20	Each	30.00	30.00	600.00	600.00
Provide for Traffic and Remove Old Bridge	100%	All	6,000.00		5,301.44	6,000.00

Item	Quantity	Cost	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Structural Excav.	155.69	Cu. Yd.	$ 6.00	$ 5.67	$ 882.79	$ 934.14
Excav. Below Eleva. Shown	6.92	Cu. Yd.	20.00	18.91	130.86	138.40
Furn. Treated Timber Piling	480	Lin. Ft.	2.25	2.40	1,151.32	1,080.00
Drive Timber Piles	16	Each	60.00	81.14	1,298.20	960.00
Class "A" Concrete	235.28	Cu. Yd.	62.00	73.27	17,238.60	14,587.36
Metal Reinforcement	59,195	Lb.	0.135	0.117	6,969.26	7,991.33
PA #1 58" Arch Type CMP	56	Lin. Ft.	25.50	21.84	1,223.11	1,428.00
PA #2 24" Uncoated CMP	24	Lin. Ft.	5.97	5.98	143.66	143.28
PA #3 Cement Adj., Favor of Contractor	28.64	Bbl.	4.92	4.92	140.91	140.91
PA #4 8" CMP	220	Lin. Ft.	2.00	1.54	339.10	440.00
PA #5 ⅜"-#10 Cr. Gravel in SP	230.6	Cu. Yd.	1.75	1.20	276.30	403.55
PA #5 ½"-¼" Cr. Gravel in SP	1,297.2	Cu. Yd.	1.50	1.20	1,554.29	1,945.80
Force Account					1,721.29	1,721.29
					$192,290.16	$196.545.94

Gross Revenue	$196,545.94
Total Cost	192,290.16
Net Profit	$ 4,255.78

Net Profit Equals 2.16% of the Gross Revenue

Contract No. 4557 DETAIL OF COST

Labor:

Labor	$ 37,515.58	
Labor Insurance	3,489.94	
Health and Welfare	592.88	
		$ 41,598.40

MATERIALS:

Aggregates - 37,618.18 Cu. Yd. at $1.083 Ave. Cost per Yd.				$ 40,738.68	
12" Concrete Pipe	456'	At	$ 1.82	829.92	
18" Concrete Pipe	69'	"	2.48	171.12	
18" Corr. Metal Pipe	10'	"	2.77	27.70	
18" Bands	1	"	2.77	2.77	
24" Corr. Metal Pipe	38'	"	4.35	165.30	
24" Bands	3	"	4.35	13.05	
30" Corr. Metal Pipe	10'	"	5.31	53.10	
30" Bands	2	"	5.31	10.62	
58" Arch Type Corr. Metal Pipe	56'	"	16.01	896.56	
58" Bands	3	"	16.01	48.03	
24" Uncoated Corr. Metal Pipe	24'	"	3.82	91.68	
24" Bands	2	"	3.82	7.64	
8" Corr. Metal Pipe	220'	"	1.10	242.00	
8" Bands	10	"	1.25	12.50	
Band Coupler	1	"	1.25	1.25	
Timber Piling	480'	"	1.93	926.40	
Class "A" Concrete	319.84	Cu.	At $16.00	5,117.44	
Metal Reinforcement	73,195	Lbs.	" 0.095	6,961.13	
Sight Posts	124	Ea.	" 1.30	161.20	
Deck drains	6	Ea.	" 18.00	108.00	
Lumber	11,842	BF		1,131.16	
					$57,717.25

Equipment Rentals and Misc. Supplies:

Equipment Rental Owned	$ 6,095.10	
Equipment Rental Hired	9,017.70	
Gas, Oil, Grease	1,215.65	
Freight and Cartage	483.70	
Bond	1,586.44	
P.L. and P.D. Insurance	669.46	
Small Tools and Misc. Supplies	304.75	
Home Office and General Overhead	1,125.47	
		$ 20,498.27

Subcontracts and Contract Labor:

Bridge Removal (Contract Labor)	$ 1,500.00	
Water Haul (Contract Labor)	1,841.53	
*J. C. Compton - Subcontract	69,134.71	
		$ 72,476.24

T O T A L C O S T $192,290.16

Remarks:

This was a "Federal Aid Primary Project" calling for the grading, paving and structures on the Burrell-Vale Section of the Central Oregon Highway in Malheur County. The project was bid September 23, 1955 and awarded November 4, 1955. Work started November 18, 1955 and was completed October 25, 1956. Final received January 8, 1957. This final was delayed by the slowness of T. W. Thomas in getting all of his cost data together.

The contractor moved in his equipment which consisted of a "99W" blade and a 3/4-yd. shovel and started opening up the borrow pit November 18, 1955 and started grading. Due to the snow and inclement weather very little work was done until the first of December. The contractor then started his concrete box extensions and placing of concrete and corrugated metal culvert pipe, and the hauling of borrow from Pit 0.75 miles northwest of Station 90+87. The grading on this contract was done mostly with a 99W blade, except for the heavy grading and channel change which was done with the shovel.

The crushing on this project was done by Homer Johnson on an equipment rental basis with the prime contractor paying all labor and supplies, which, with the slow production ran the aggregate price high in relation to the amount bid on the base rock. The haul was done with hired equipment by the yd. mile.

The Class "A" concrete in the structure shows a loss due to inexperienced labor which made slow progress in the construction.

The asphaltic concrete was subcontracted to J. C. Compton Company for $4.80 per ton and all other items in relation to the paving at bid price.

The contractor shows a small profit on this project by hiring or subletting most of the work.

M. N. Juve
Chief Cost Analyst

By

C. E. Layton

APPROVED

OREGON STATE HIGHWAY DEPARTMENT

(date)
March 22, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4557	11-Final	T. M. Thomas

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
6388	H-176724	$ 5,832.21	3/22/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: July 31, 1956

Time Extensions: to Oct. 25, 1956

Completion Date: Oct. 25, 1956

Date Accepted: Jan. 22, 1957

Penalties: None of record

Claims: A claim is on record in this office for building materials in the sum of $1,000 owed to Boise Payette Lumber Co.

Remarks:

Date: 3-22-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 22 1957

NOTED ON CARD

RECEIVED
JAN 13 1957
FOR FILING
F-2(6)
4557

January 16, 1957

Maryland Casualty Company
Equitable Building
Portland 4, Oregon

Attention: Mr. J. P. Stapleton, Manager
Claim Division

Gentlemen:

We have received an affidavit of claim from the Boise Payette Lumber Company, submitted by Richards, Haga & Eberle of Boise, Idaho, in the sum of $1,000 for building materials furnished to T. W. Thomas on Contract No. 4557 for work on the Burrell-Vale Section of the Central Oregon Highway in Malheur County.

We provide this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Hansfield & Co.
1975 S. W. Fifth Avenue
Portland 1, Oregon

T. W. Thomas
10248 N. E. Holladay Street
Portland 16, Oregon

NOTED ON CARD

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

TO: MR. H. B. GLAISYER, Secretary to the Highway Commission,
Salem, Oregon

A F F I D A V I T

STATE OF IDAHO)
) ss.
County of Ada)

CARL M. WAHLQUIST, Credit Manager of Boise Payette Lumber Company, being first duly sworn, deposes and says:

That notice is hereby given that the Boise Payette Lumber Company, claimant herein, has a claim for $1000.00 for building materials furnished on the T. W. Thomas contract with the State of Oregon known as the Burrell-Vale Section, Contract No. 4557. Payment has not been made for the materials furnished.

Carl M. Wahlquist

SUBSCRIBED AND SWORN to before me this 4th day of January, 1957.

Frances A. Fisher
Notary Public for Idaho
Residing at Boise, Idaho

N O T I C E

NOTICE IS HEREBY GIVEN that the Boise Payette Lumber Company, claimant herein, has a claim for $1,000.00 for building materials furnished on the T. W. Thomas Contract with the State of Oregon, known as the Burrell-Vale Section, Contract No. 4557. Said claim is against the contractor, T. W. Thomas, as principal, and the surety or sureties upon the bond, _____; said work was on a road job, consisting of _____

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JAN 18 1957
FOR FILING

Lewis

Files

F-326(1)

4557

January 16, 1957

Richards, Haga & Eberle
Attorneys & Counsellors at Law
Boise, Idaho

Gentlemen:

As requested in your letter of January 3, we have attached to this letter a certified copy of contract and bond No. 4557, awarded to T. W. Thomas for work on the Burrell-Vale Section of the Central Oregon Highway in Malheur County.

The contract was completed October 25,1956 but has not yet been accepted by the Highway Commission nor has final payment been made.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

NOTED ON CARD

J. L. EBERLE
T. H. EBERLE
W. D. EBERLE
B. S. VARIAN
DALE O. MORGAN

RICHARDS, HAGA & EBERLE

ATTORNEYS & COUNSELLORS AT LAW

BOISE, IDAHO

JAMES H. RICHARDS (1862-1936)
McKEEN P. MORROW (1887-1941)
CHAS. H. DARLING (1888-1942)
OLIVER O. HAGA (1872-1943)

January 3, 1957

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We are enclosing an Affidavit, as prescribed in O.R.S. 279.524, and we hereby request a certified copy of the contract and bond.

We would also appreciate it if you would give us the date that the contract was completed.

We thank you for your cooperation.

Very truly yours,

WDE:fm

Encl.

REFERRED TO

RECEIVED
JAN 7 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 16 1957
FOR FILING

F 326(1)

4557

January 16, 1957

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4557 for work performed on the Burrell-Vale Section of the Central Oregon Highway in Malheur County was completed by the contractor, T. W. Thomas, on October 25, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $5,832.21 will be released to the contractor after acceptance by the Commission. The total contract amount is $196,545.94, of which amount $1,721.29 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mansfield & Co.
1975 S.W. Fifth Ave.
Portland 1, Oregon

[illegible] ON CARD

gf

RECEIVED
DEC 28 1956
FOR FILING

E-336(1)
4557

December 28, 1956

Mr. T. W. Thomas
10248 N.E. Holladay St.
Portland 16, Oregon

Dear Sir:

The State Highway Commission at its meeting held on December 17 had under discussion your request for an extension of time from July 31, 1956 to November 4, 1956 within which to complete your contract No. 4557, for bridge, grading and paving on the Burrell-Vale Section of the Central Oregon Highway in Malheur County.

We are pleased to inform you that the State Highway Commission granted your request to and including October 25, 1956, the actual completion date. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson,
Division Engineer

Keats Oliver,
Resident Engineer

Tom Edwards,
Construction Engineer

RECEIVED
DEC 13 1956
FOR FILING

F-326(1)
4557

December 12, 1956

Oregon State Highway Commission

Request for extension of time
No. 23
December 17 and 18 meeting

Gentlemen:

Herewith is a request from T. W. Thomas for an extension of time on the Burrell-Vale Section, Contract No. A557, from July 31, 1956 to November 4, 1956.

Work on this project was materially delayed during the spring of 1956, because of heavy rains and severe storms. Also, the bridge construction under this contract was delayed because of the extreme high water on the river. This project was actually completed on October 25, and I recommend the extension, to and including that date, without penalty.

Mr. C. C. Polk of the Bureau of Public Roads concurs in the above recommendation.

Very truly yours,

M. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:of fn

RECEIVED
DEC 7 1956
FOR FILING

T-326 (1)

4557

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to T. W. Thomas in connection with contract No. 4557, covering the Burrell-Vale Section of the Central Oregon Highway in Malheur County. This payment in the amount of $2,278.62 will be released to the contractor on or after December 17, 1956. The retained percentage is $5,898.36.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl.

cc: Mansfield & Co.
1975 S. W. Fifth Ave.,
Portland 1, Oregon

NOTED ON CARD

RECEIVED
DEC 5 1956
FOR FILING

F-326 (1)

4557

December 3, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Burrell-Vale, Contract No. 4557, Oregon F-326 (1), from July 31, 1956 to October 25, 1956 to T. W. Thomas, contractor.

Work on this project was materially delayed during the spring of 1956, because of heavy rains and major storms, and the bridge construction under this contract was also delayed because of high water.

The contractor perhaps was a little slow in prosecuting the project, however, he has now completed it in a satisfactory manner, without additional expense to the State. I would recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc to: Tom Edwards

RECEIVED
NOV 23 1956
FOR FILING

F. 226 (1)
4557

November 27, 1956

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

It is the intention of the State Highway Commission to release to T. W. Thomas a portion of the funds heretofore retained by the Commission on contract No. 4557, covering the Burrell-Vale Section of the Central Oregon Highway in Malheur County.

This payment in the amount of $21,925.26 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $5,827.89. The present payment will be released on or after December 7, 1956.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Assistant Secretary

gl

cc: Mansfield & Co.
1975 Southwest Fifth Ave.
Portland 1, Oregon

NOTED ON CARD
JF

RECEIVED
NOV 2 1956
FOR FILING
F 326 (1)
4557

A

November 1, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 25, 1956, on Contract No. 4557, Burrell-Vale Section, in Malheur County, in connection with Federal Aid Project No. F-326(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DEP:ia

cc: County & City Relations

Form B-1—1014—6-56

OREGON STATE HIGHWAY DEPARTMENT

F 326(1)

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 26, 1956

Section Burrell - Vale

Highway Central Oregon

Contractor T. W. Thomas

Date of contract November 4, 1955

Date work started November 18, 1955

Project authorization . . . . . $ 228,141.56

Exclusive of Engineering . . . . $ 211,918.16

Kind of work Bridge, Grading and Paving

Section prefix 23-1062

Contract number 4557

Date of completion July 31, 1956

Estimated date of completion October 25, 1956

Per cent of time elapsed 131.8 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 198,190.01

Estimated per cent overrun or underrun . . . . . -6.5 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . $ 16,223.40

Engineering cost to date $ 14,050, 86.6 %

Date project was completed October 25, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Mr. A. F. Parson was over the project on Tuesday.

The project was completed on Thursday.

Final Report

Noted
M. N. Juve

NOTED
TOM EDWARDS

NOTED
L. H. Young

RECEIVED
OCT 3 1956
OFFICE OF

NOTED
D. J. BARBEE

Signed [signature] NOTED
V. D. WOLFE

Address Keats Oliver, Box 784, Vale

Submit original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 50032

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.51	4.51			4.58
Miles partially completed					
Miles completed	4.51	4.51			4.53
Total estimated quantities (contract)	26,300	23,800			13,500
Total quantities corrected to date	24,280	24,960			13,470
Estimated quantities moved or placed to date	"	"			"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men 8

Supervision 1

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....1...., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Rain		
Wednesday	Overcast		
Thursday	Rain		
Friday	Rain		
Saturday			

RECEIVED
FOR FILING

F-326 (1)
4557

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1956

SUBJECT:

To: Mr. A. F. Parsons
Division Engineer
State Highway Department
La Grande, Oregon

The subcontract between T. W. Thomas and J. C. Compton, covering all of Items 19, 21, 22, 24 and 25, and placing only of Items 20, 23 and 26, on the Burrell-Vale, Contract No. 4557, Oregon F-326 (1) is approved, and you may so inform the interested parties.

Three copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: Forrest Cooper
C. G. Polk (2)

NOTED
FORREST COOPER

RECEIVED
SEP 20 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 24 1956
FOR FILING

F-2-1.1
4557

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1956

SUBJECT: Burrell-Vale
Central Oregon
Contract No. 4557

To:
Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Report No. 392232 and 392233, showing a 1.7 percent deficiency of material retained on the 3/4-inch screen, and an excess of plasticity index and liquid limit of 5 and 10 percent, in the 1½"-0 crushed gravel being produced.

It was noted that the division geologist was sent to this project to start control tests. It is suggested that a number of the resident engineer's crews be instructed in the technique of screening and sand equivalent tests and that daily control tests be made on this gravel pit by him after the division geologist has left.

Will you please instruct the resident engineer to have the inspector so mark samples of aggregate produced after corrective action in the pit or plant that it is clear they represent improved material.

Forrest Cooper
Construction Engineer

By L. H. Young

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
JUN 25 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 11 1956
FOR FILING

FORM E-90X—80M—11-55—SCHS
4557

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
June 13, 1956

SUBJECT: Burrell-Vale Unit
Central Oregon
Contract No. 4557

To:
Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Reference is made to Laboratory Reports Nos. 391075, 391076, and 391078, dated June 11, 1956 showing that the 1½"-0 crushed gravel is unsuitable because of a (a) excess (2 to 5%) L.L., (b) deficiency (.8 to 3.6%) in material retained on 3/4-inch screen and (c) one excess P.I. (2%).

Will you please instruct the resident engineer to have the contractor adjust the pit and plant operations so that the best material available is used and the plastic fines are held to a minimum. It is known that this pit is borderline, but acceptable material has been produced and can be produced with an exercise of careful inspection. It is suggested that sand equivalent tests be continuously run to maintain the low limit of fines.

Also, please instruct the resident engineer that unsuitable material cannot be accepted from the contractor for use in the base or surfacing.

Will you also instruct the resident engineer to so mark the samples of improved materials submitted to the laboratory for tests that it is clear they represent corrected material.

Forrest Cooper
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:cf

cc to: W. C. Williams
Ray Webber

RECEIVED
JUN 13 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 11 1956
FOR FILING

FORM E-90X—50M—11-55—9022
F-32nn.
4557

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1956

W. C. WILLIAMS

SUBJECT: Burrell-Vale
Central Oregon Hwy.
Contract No. 4557

To:
Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Reference is made to Laboratory Reports Nos. 389672, 390148 and 390149, dated May 24th, 28th and 29th, respectively, showing several discrepancies from our specifications: (a) excess P.I. (+2) and L.L. (+1 & +2), (b) deficiency of 1 percent of material retained on the 3/4-inch screen, and (c) "insufficient fractured material."

Will you please instruct the resident engineer to tighten his inspection of this phase of the project as the original sampling of the area indicated zero P.I., and ± 30 percent crushing above the 2½" maximum size.

The use of a sand equivalent test will assist the resident engineer in control of his operations. If additional units of this equipment is needed, please let this office know.

Will you also, please instruct the resident engineer to so mark samples of improved material submitted for tests that it is clear they represent corrected crushed gravel material.

Forrest Cooper
Construction Engineer

By L. H. Young

L. H. Young
Ass't. Construction Engineer

LHY-WCW:of

cc to: W. C. Williams
Ray Webber

RECEIVED
JUN 7 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 4 - 1956
FOR FILING

FORM E-20X—37,500—[illegible]—52567
F 2611
4551

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 3, 1956

SUBJECT: Burrell-Vale
Central Oregon Highway
Contract No. 4557

To:
Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

NOTE
W. C. WILLIAMS

Reference is made to Laboratory Report No. 384778, dated March 16, 1956 showing that the material passing the 3/4-inch screen is "not suitable for use". This part of the gravel is affected by the presence of a plastic coating on the aggregate which, as found in the pit, appears hard and cemented, but when exposed to dampness slacks off into plastic material as shown by the PI of 7 and the LL of 35.

For base course material, the part passing the 40 mesh screen must be held to less than 5 percent if the LL and PI are to be met. This will probably result in a deficiency of material passing the ¾-inch screen which would normally result in unacceptable material. To correct for this deficiency, the crusher jaw opening may be cut down and 1½" maximum size crushed stone aggregate produced. This pit will require constant watching and the exercise of tight control on the amount and quality of fines. It is suggested that sand equivalent tests be run as the material is produced, as it is imperative that the unsuitable plastic fines be kept out of A. C. material, and held to an acceptable minimum in the base course.

Will you please instruct the resident engineer to arrange pit and plant operations, so that acceptable material can be produced, and have him so mark samples of material produced after this change that it is clear they represent improved aggregate.

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
APR 3 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 21 1956
FOR FILING

F-326(1)
4557

February 20, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order For Extra Work No. 1 covering State share of flagging costs on the Burrell-Vale Section of the Central Oregon Highway in Malheur County, Contract No. 4557, in connection with Federal Aid Project No. F-326(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DCP:bb

Encl.

Form PR 2 (Revised 1950)

CPR8-1910

State Oregon

Project No. F-326(1)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of January, 1956,
by and between The Oregon State Highway Commission
, constituting
for the purpose hereof, the Highway Department of the State of Oregon
hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of August, 1955, a program, which was approved on the 29th day of August, 1955, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 7th day of September, 1955, and the sum of one hundred thirty-eight thousand and 00/100
dollars ($ 138,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11278-6

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 16+59.58 and 256+00 southwest of Vale,

, length 4.534 miles, in Malheur County, being Oregon project No. F-326(1), consisting of 4.509 miles of roadway and one bridge, each of more than 20 feet clear span, 0.025 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

16—11370-4

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred thirty-eight thousand and 00/100 dollars ($138,000.00), which does not exceed the authorized Federal pro rata share of two hundred twenty-three thousand, seventy-one and 75/100 dollars ($223,071.75), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL

_____
Deputy State Highway Engineer

By _____
Member, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By _____
Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11279-5 A4.62

RECEIVED

Oregon State Highway Department

Federal Aid Project
No. F-326(1)

BURRELL-VALE SECTION

OF THE CENTRAL OREGON HIGHWAY IN MALHEUR COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Nov. 29, 1955

Inside City Limits of Vale

Type Code 6201
Roadway (Sta. 16+59.58 to Sta. 20+50)(Contract No. 4557)

All Required	Clearing and Grubbing (5%)		$ 37.50
10 cu. yds.	Drainage Excavation, Unclassified	$ 2.25	22.50
450 cu. yds.	General Excavation, Unclassified	0.40	180.00
0.23 mile	Finishing Roadbed and Slopes	150.00	34.50
14 lin. ft.	24-inch Corrugated Metal Pipe	6.50	91.00
10 only	Metal Sight Posts	2.10	21.00
800 cu. yds.	Coarse Crushed Material in Base	1.55	1,240.00
350 cu. yds.	3/4" - 0 Material in Base	2.00	700.00
30 M-gal.	Sprinkling	2.50	75.00
0.23 mile	Preparation of Base	100.00	23.00
30 cu. yds.	3/4" - 0 Material in Binder Course	2.60	78.00
5 tons	MC-2 Asphalt in Binder Course	47.00	235.00
4 tons	RS-1 Asphalt in Tack Coat	60.00	240.00
700 tons	Class "D" Asphaltic Concrete	6.00	4,200.00
4 tons	RS-2 Asphalt in Pavement Seal	50.00	200.00
15 cu. yds.	Aggregates in Pavement Seal	2.60	39.00
			$ 7,416.50
All Required	Flagging (5% of Contractors Cost)		100.00
		Subtotal	$ 7,516.50
		10% Engr. & Cont.	751.65
			$ 8,268.15
	Length of Roadway	0.225 miles	
	Cost of Roadway per mile	$36,747.33	

Outside City Limits of Vale

Type Code 6201
Roadway (Sta. 20+50 to Sta. 256+00)(Contract No. 4557)

All Required	Clearing and Grubbing (95%)		$ 712.50
270 cu. yds.	Drainage Excavation, Unclassified	$ 2.25	607.50
17,500 cu. yds.	Special Borrow Excavation, Unclassified	0.55	9,625.00
8,350 cu. yds.	General Excavation, Unclassified	0.40	3,340.00
29,000 yd .mi.	Truck Haul	0.22	6,380.00
4.28 miles	Finishing Roadbed and Slopes	150.00	642.00
440 lin. ft.	12-inch Concrete Pipe	2.25	990.00
80 lin. ft.	18-inch Concrete Pipe	5.00	400.00

18 lin. ft.	18-inch Corrugated Metal Pipe	$ 6.00	$ 108.00
26 lin. ft.	24-inch Corrugated Metal Pipe	6.50	169.00
10 lin. ft.	30-inch Corrugated Metal Pipe	8.00	80.00
80 lin. ft.	Salvaging Culvert Pipe	2.00	160.00
120 cu. yds.	Class "A" Concrete	58.00	6,960.00
16,000 lbs.	Metal Reinforcement	0.13	2,080.00
120 only	Metal Sight Posts	2.10	252.00
16,000 cu. yds.	Coarse Crushed Material in Base	1.55	24,800.00
6,650 cu. yds.	3/4" - 0 Material in Base	2.00	13,300.00
570 M-gal.	Sprinkling	2.50	1,425.00
4.28 miles	Preparation of Base	100.00	428.00
550 cu. yds.	3/4" - 0 Material in Binder Course	2.60	1,430.00
85 tons	MC-2 Asphalt in Binder Course	47.00	3,995.00
30 tons	RS-1 Asphalt in Tack Coat	60.00	1,800.00
12,800 tons	Class "B" Asphaltic Concrete	6.00	76,800.00
20 only	Extra for Asphaltic Concrete Approaches	30.00	600.00
50 tons	RS-2 Asphalt in Pavement Seal	50.00	2,500.00
245 cu. yds.	Aggregates in Pavement Seal	2.60	637.00
			$160,221.00
All Required	Flagging (57½ of Contractors Cost)		1,900.00
	Subtotal		$162,121.00
	10% Engr. & Cont.		16,212.10
			$178,333.10

Length of Roadway 4.28¼ miles
Cost of Roadway per mile $41,627.70

Type Code H021
Bully Creek Bridge (Sta. 91+20 to Sta. 92+53)(Contract No. 4557)

All Required	Provide for Traffic & Remove old Bridge		$ 6,000.00
180 cu. yds.	Structural Excavation	$ 6.00	1,080.00
15 cu. yds.	Excavation Below Elevation Shown	20.00	300.00
480 lin. ft.	Furnish Treated Timber Piling	2.25	1,080.00
16 only	Drive Timber Piles	60.00	960.00
250 cu. yds.	Class "A" Concrete	62.00	15,500.00
61,000 lbs.	Metal Reinforcement	0.135	8,235.00
	Subtotal		$ 33,155.00
	10% Engr. & Cont.		3,315.50
			$ 36,470.50

Length of Structure 0.025 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Inside City Limits of Yale			
Roadway	$8,268.15	$5,115.00	$ 3,153.15
Outside City Limits of Yale			
Roadway	$178,333.10	$110,323.00	$68,010.10
Structure	36,470.50	22,562.00	13,908.50
	$223,071.75	$138,000.00	$85,071.75

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. F-326(1)

BURRELL-VALE SECTION OF THE CENTRAL OREGON HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, Sept. 1, 1955

Inside City Limits of Vale

Type Code 6201
Roadway (Sta. 16+52.58 to Sta. 28+50)

		$	$ 75.00
All Required	Clearing and Grubbing (5%)		25.00
10 Cu. Yds.	Drainage Excavation, Unclassified	2.50	202.50
450 Cu. Yds.	General Excavation, Unclassified	0.45	115.00
0.23 Mile	Finishing Roadbed and Slopes	500.00	91.00
14 Lin. Ft.	24-Inch Corrugated Metal Pipe	6.50	25.00
10 Only	Metal Sight Posts	2.50	1,800.00
800 Cu. Yds.	Coarse Crushed Material in Base	2.25	875.00
350 Cu. Yds.	3/4" - 0 Material in Base	2.50	75.00
30 M-Gal.	Sprinkling	2.50	46.00
0.23 Mile	Preparation of Base	200.00	105.00
30 Cu. Yds.	3/4" - 0 Material in Binder Course	3.50	225.00
5 Tons	MC-2 Asphalt in Binder Course	45.00	180.00
4 Tons	RS-1 Asphalt in Tack Coat	45.00	4,200.00
700 Tons	Class "B" Asphaltic Concrete	6.00	180.00
4 Tons	RS-2 Asphalt in Pavement Seal	45.00	60.00
15 Cu. Yds.	Aggregates in Pavement Seal	4.00	$ 8,279.50
			100.00
All Required	Flagging (57½ of Contractors Cost)		$ 8,379.50
	Subtotal		837.95
	10% Engr. & Cont.		$ 9,217.45
	Total		

Length of Roadway 0.226 Mile
Cost of Roadway Per Mile $40,785.17

Outside City Limits of Vale

Type Code 6201
Roadway (Sta. 28+50 to Sta. 256+00)

		$	$ 1,425.00
All Required	Clearing and Grubbing (95%)	2.50	675.00
270 Cu. Yds.	Drainage Excavation, Unclassified	0.35	6,125.00
17,500 Cu. Yds.	Special Borrow Excavation, Unclassified	0.45	3,757.50
8,350 Cu. Yds.	General Excavation, Unclassified	0.17	4,930.00
29,000 Yd. Mi.	Truck Haul	500.00	2,140.00
4.28 Mile	Finishing Roadbed and Slopes	2.50	1,100.00
440 Lin. Ft.	12-Inch Concrete Pipe	3.50	280.00
80 Lin. Ft.	18-Inch Concrete Pipe	4.00	72.00
18 Lin. Ft.	18-Inch Corrugated Metal Pipe	6.50	169.00
26 Lin. Ft.	24-Inch Corrugated Metal Pipe		

Oregon State Highway Department

Federal Aid
Project No. F-326(1)

BURRELL-VALE SECTION OF THE CENTRAL OREGON HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, Sept. 1, 1955

Inside City Limits of Vale

Type Code 6201
Roadway (Sta. 16+59.58 to Sta. 28+50)

All Required	Clearing and Grubbing (5%)			$ 75.00
10 Cu. Yds.	Drainage Excavation, Unclassified	$	2.50	25.00
450 Cu. Yds.	General Excavation, Unclassified		0.45	202.50
0.23 Mile	Finishing Roadbed and Slopes		500.00	115.00
14 Lin. Ft.	24-Inch Corrugated Metal Pipe		6.50	91.00
10 Only	Metal Sight Posts		2.50	25.00
800 Cu. Yds.	Coarse Crushed Material in Base		2.25	1,800.00
350 Cu. Yds.	3/4" - 0 Material in Base		2.50	875.00
30 M-Gal.	Sprinkling		2.50	75.00
0.23 Mile	Preparation of Base		200.00	46.00
30 Cu. Yds.	3/4" - 0 Material in Binder Course		3.50	105.00
5 Tons	MC-2 Asphalt in Binder Course		15.00	225.00
4 Tons	RS-1 Asphalt in Tack Coat		15.00	180.00
700 Tons	Class "B" Asphaltic Concrete		6.00	4,200.00
4 Tons	RS-2 Asphalt in Pavement Seal		15.00	180.00
15 Cu. Yds.	Aggregates in Pavement Seal		4.00	60.00
				$ 8,279.50
All Required	Flagging (5 1/2% of Contractors Cost)			100.00
		Subtotal		$ 8,379.50
		10% Engr. & Cont.		837.95
		Total		$ 9,217.45

Length of Roadway 0.226 Mile
Cost of Roadway Per Mile $40,785.17

Outside City Limits of Vale

Type Code 6201
Roadway (Sta. 28+50 to Sta. 256+00)

All Required	Clearing and Grubbing (95%)			$ 1,425.00
270 Cu. Yds.	Drainage Excavation, Unclassified	$	2.50	675.00
17,500 Cu. Yds.	Special Borrow Excavation, Unclassified		0.35	6,125.00
8,350 Cu. Yds.	General Excavation, Unclassified		0.45	3,757.50
29,000 Yd. Mi.	Truck Haul		0.17	4,930.00
4.28 Mile	Finishing Roadbed and Slopes		500.00	2,140.00
440 Lin. Ft.	12-Inch Concrete Pipe		2.50	1,100.00
80 Lin. Ft.	18-Inch Concrete Pipe		3.50	280.00
18 Lin. Ft.	18-Inch Corrugated Metal Pipe		4.00	72.00
26 Lin. Ft.	24-Inch Corrugated Metal Pipe		6.50	169.00

10 Lin. Ft.	30-Inch Corrugated Metal Pipe	$10.00	$	100.00
80 Lin. Ft.	Salvaging Culvert Pipe	2.00		160.00
120 Cu. Yds.	Class "A" Concrete	60.00		7,200.00
16,000 Lbs.	Metal Reinforcement	0.12		1,920.00
120 Only	Metal Sight Post	2.50		300.00
16,000 Cu. Yds.	Coarse Crushed Material in Base	2.25		39,000.00
6,650 Cu. Yds.	3/4" - 0 Material in Base	2.50		16,625.00
570 M-Gal.	Sprinkling	2.50		1,425.00
4.28 Mile	Preparation of Base	200.00		856.00
550 Cu. Yds.	3/4" - 0 Material in Binder Course	3.50		1,925.00
85 Tons	MC-2 Asphalt in Binder Course	45.00		3,825.00
30 Tons	RS-1 Asphalt in Tack Coat	45.00		1,350.00
12,800 Tons	Class "B" Asphaltic Concrete	6.00		76,800.00
20 Only	Extra for Asphaltic Concrete Approaches	25.00		500.00
50 Tons	RS-2 Asphalt in Pavement Seal	45.00		2,250.00
245 Cu. Yds.	Aggregates in Pavement Seal	4.00		980.00
				$172,889.50
All Required	Flagging (57½ of Contractors Cost)			1,900.00
	Subtotal			$174,739.50
	10% Engr. & Cont.			17,478.95
	Total			$192,268.45

Length of Roadway 4.473 Miles
Cost of Roadway Per Mile $42,984.22

Type Code X021
Bully Creek Bridge (Sta. 91+20 to Sta. 92+53)

All Required	Provide for Traffic & Remove Old Bridge	$	$	7,500.00
180 Cu. Yds.	Structural Excavation	5.00		900.00
15 Cu. Yds.	Excavation Below Elevation Shown	10.00		150.00
480 Lin. Ft.	Furnish Treated Timber Piling	2.25		1,080.00
16 Only	Drive Timber Piles	75.00		1,200.00
250 Cu. Yds.	Class "A" Concrete	70.00		17,500.00
61,000 Lbs.	Metal Reinforcement	0.12		7,320.00
	Subtotal		$	35,650.00
	10% Engr. & Cont.			3,565.00
	Total		$	39,215.00

Length of Structure 0.025 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Inside City Limits of Vale			
Roadway	$ 9,217.45	$ 5,706.00	$ 3,511.45
Outside City Limits of Vale			
Roadway	192,268.45	119,019.00	73,249.45
Structure	39,215.00	24,275.00	14,940.00
	$240,700.90	$149,000.00	$91,700.90

RECEIVED
DEC 13 1955
FOR FILING

F-336 (1)
4557

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 12, 1955

NOTE—
W. C. WILLIAMS

SUBJECT: Burrell-Vale
Central Oregon
Contract No. 4557

To:

Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Reference is made to Laboratory Report No. 380868, dated December 6, 1955 showing that the 1½"-3/4" aggregate has 23% too much material passing the 3/4-inch screen for Class "A" concrete.

This material combined with the 3/4"-1/2" aggregate at a rate of 1:1 or 1:2 fails to fall within the allowable band for coarse aggregate, as set forth in Section 2.33.6 on page 134 of the Standard Specifications.

Will you please instruct the resident engineer to have the contractor adjust the plant or pit operations so that the 1½"-3/4" material will comply with the requirements for 1½"-3/4" crushed gravel as given in Section 2.15.6 of the Standard Specifications.

Also, please have him mark the samples submitted after corrective action so that it is clear that the samples represent corrected material.

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
DEC 13 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 2 1955
FOR FILING

F 326 (1)
45[illegible]

November 30, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 18, 1955 on Contract No. 4557, Burrell-Vale Section, in Malheur County, in connection with Federal Aid Project No. F-326(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DSP:ch

RECEIVED
NOV 23 1955
FOR FILING

F-324 (1)
4557

November 22, 1955

Mr. T. W. Thomas
10248 N. E. Holladay St.
Portland 16, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4557, which was awarded to you on November 4, by the State Highway Commission, covering the Burrell-Vale Section of the Central Oregon Highway in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
NOV 23 1955
FOR FILING

F-324 (1)
4557

November 22, 1955

Mr. T. W. Thomas
10248 N. E. Holladay St.
Portland 16, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4557, which was awarded to you on November 4, by the State Highway Commission, covering the Burrell-Vale Section of the Central Oregon Highway in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
DEC 12 1955
FOR FILING

WESTERN UNION

F-3240
HEM

November 4, 1955

Mr. T. W. Thomas
10240 N. E. Holladay St.
Portland 16, Oregon

Dear Sir:

The State Highway Commission on September 22, 1955 accepted your proposal for grading and paving, also construction of a reinforced concrete deck girder bridge, on the Burrell-Vale Section of the Central Oregon Highway in Malheur County for the sum of $200,792.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4557.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm

cc: R. G. Savage (SIAC)
Forrest Cooper
S. M. Probert
P. M. Stephenson

Pac. Builder & Engineer, Inc.
2418 Third Ave.
Seattle 1, Wash.

Attention: Dorothy McCormack

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

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S
E

WESTERN UNION

1206 10-51

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 4, 1955
1:55 p. m.

Hamilton & Thoms
P. O. Box 726
Eugene, Oregon

Contract for Dayton Bridge over Yamhill River, Yamhill County for which you submitted low bid on September 23, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
NOV 5 1955
STATE HIGHWAY COMMISSION

RECEIVED
NOV 10 1955
FOR FILING

OREGON DISTRICT
F-326 (1)
4557

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

November 4, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-326(1), Burrell-Vale Section of the Central Oregon Highway, we hereby concur as of this date in award of Contract No. 4557 to T. W. Thomas of Portland, Oregon, low bidder in the amount of $200,792.50 at the September 22, 1955 bid opening.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
NOV 9 1955
DIVISION
STATE HIGHWAY COMMISSION

RECEIVED
NOV 4 1955
FOR FILING

F 326 (1)
457

November 4, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Burrell-Vale Section of the Central Oregon Highway in Malheur County, Project F-326(1), to T. W. Thomas of Portland, Oregon, on the basis of the bid of $200,792.50 submitted on September 22, 1955.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ia

RECEIVED
SEP 1 1 1955
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

September 7, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-326(1), Burrell-Vale Section of the Central Oregon Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that allrights of way or rights of entry have been acquired.

Please furnish the usual copies of a resolution from the city of Vale covering the proposed construction, within the city limits.

Very truly yours,

C. C. POLK
District Engineer

By A. F. Bester
A. F. BESTER
Supervising Highway Design Engineer

RECEIVED
SEP 19 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 9 1957
FOR FILING

NOTED
W. C. WILLIAMS

FINAL COST ANALYSIS

Grading

R. A. Heintz Contractor

C. C. Gall, Resident Engineer

Sept. 20, 1957

Pacific Highway

Prefix 10-1016-201(41)

Fords Bridge

Contract #4558

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	$9,382.23	$15,000.00	$ 9,382.23	$ 15,000.00
Removal of Pavement	8,679.2	Sq.Yd.	0.075	0.40	643.88	3,471.68
Drainage Excavation	2,416.9	C.Y.	1.32	0.80	3,190.28	1,933.52
Special Borrow Excav. Uncl.	3,230.6	C.Y.	0.66	0.69	2,128.34	2,229.11
General Excav. Unclass.	335,595.5	C.Y.	0.30	0.33	101,577.82	110,746.52
Short Overhaul	1,475,017.9	Yd.Sta.	0.0048	0.005	7,125.18	7,365.09
Long Overhaul	36,609.8	C-Yd.Sta.	0.316	0.10	11,590.48	3,660.98
Finish Road Bed & Slopes	1.23	Mile	1,431.91	1,500.00	1,761.25	1,845.00
Rounding Cut Banks	7110	Lin.Ft.	0.14	0.15	1,018.10	1,066.50
18" Concrete Pipe	1266	Lin.Ft.	2.52	3.00	3,189.89	3,798.00
24" Concrete Pipe	459	Lin.Ft.	5.76	5.00	3,646.64	2,295.00
48" Corr. Metal Pipe	206	Lin.Ft.	21.31	23.00	4,390.06	4,738.00
6" Perf. Metal Drain Pipe (Uncoated)	1132	Lin.Ft.	1.18	2.00	1,338.66	2,264.00
Special Backfill in Drains	270	C.Y.	3.29	6.00	889.89	1,620.00
Crusher-run Material in Base	13724	C.Y.	1.79	1.90	24,638.54	26,075.60
3/4"-0 Material in Base	3048	C.Y.	2.10	2.80	6,411.63	8,534.40
Sprinkling	1617.66	M/gal	2.63	1.50	4,261.60	2,246.49
Preparation of Base	2.1	Mile	209.62	200.00	440.22	420.00
*3/4"-0 Material in Binder	364	C.Y.	4.25	4.25	1,547.00	1,547.00
*Furnish and Place Aggregts.	1762	C.Y.	4.25	4.25	7,488.50	7,488.50
*R.C.-3 Asphalt	62.824	Ton	50.00	50.00	3,142.10	3,142.10
*150-200 Asphalt	74.008	Ton	48.50	48.50	3,589.39	3,589.39
PA #1 12" Concrete Pipe	36	Lin.Ft.	2.21	2.25	79.68	81.00
PA #2 Special Drop Inlet	100%	All	146.78	85.00	146.78	85.00

FINAL COST ANALYSIS
Contract 4558

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
PA #3 Crusher Run Material in Culvert Foundation	38.5	C.Y.	$ 2.09	$ 3.50	$ 80.64	$ 134.75
PA #4 Special Borrow Excav. Unclass.	68788.8	C.Y.	0.50	0.53	34,803.43	36,458.06
PA #5 Extra Clearing,Grub.	.687	Acre		575.00	In clear. & grub.	395.03
PA #6 Metal Guard Rail	218	Lin.Ft.	2.64	3.45	576.34	752.10
*PA #7 RS 2 Emul. Asph.inSeal	31.775	Ton	55.00	55.00	1,747.63	1,747.63
PA #8 8-32-6 Field Fence	41.75	Roll	18.44	18.44	769.87	769.87
PA #8 6½' Studded "T" Posts	864	Each	0.91	0.91	786.24	786.24
PA #8 7' Brace Line Posts	34	Each	5.75	5.75	195.50	195.50
PA #8 7' End Posts	1	Each	5.45	5.45	5.45	5.45
PA #8 7' Corner Post	2	Each	7.75	7.75	15.50	15.50
PA #8 No. 90 Barbed Wire	17.75	Roll	10.00	10.00	177.50	177.50
PA #8 14 Gauge Guy Wire	.5	Roll	13.50	13.50	6.75	6.75
PA #8 7' Brace Line Posts	15	Each	6.30	6.30	94.50	94.50
*PA#9 120-150 Asphalt	31.1	Tons	48.50	48.50	1,508.35	1,508.35
Force Account					6,365.37	6,838.91
			TOTAL		$249,751.21	$265,309.02

*Work done all or in part by Roseburg Paving Co.

Gross Revenue	$265,309.02
Total Cost	249,751.21
	$ 15,557.81

Net Profit equals 5.8% of gross revenue.

DETAIL OF COSTS

R.A. Heintz Construction Co.

L A B O R		$75,767.66
Labor Insurance		4,773.36
Health and Welfare		2,351.17
		$82,892.19

M A T E R I A L S

18" Concrete Pipe	1266 L.F. at $1.95	2,468.70
24" Concrete Pipe	459 L.F. at 2.80	1,285.20
48" C.M.P.	206L.F. at 12.85	2,647.10
48" C.M.P. Bands	8 at 12.85	102.80
6" Perf. Metal Dr. Pipe	1132 L.F. at 0.86	973.52
6" Perf. Metal Bands	63 at 1.09	68.67
Special Backfill Agg.	270 C. Y. at 2.58	697.38
Crusher Run Base Matl.	13762.5 C.Y. at 1.25	17,203.12
3/4"-0 Material	3084 C.Y. at 1.85	5,640.65
12" Concrete Pipe	36 L. F. at 1.00	36.00
Special Drop Inlet	1 at 60.00	60.00
Metal Guard Rail	212.5 L.F. at 1.00	212.50
End Sections	4 at 3.50	14.00
Concrete Posts	19 at 5.35	101.65
8-32-6 Field Fence	60 rolls at 18.44	1,106.40
6½' Studded "T" Posts	1200 at 0.91	1,092.00
7' Brace Line Post	34 at 5.75	195.50
7' End Posts	22 at 5.45	119.90
7' Corner Posts	5 at 7.75	38.75
#90 Barbed Wire	30 rolls at 10.00	300.00
#14 ga. Guy Wire	1 roll at 13.50	13.50
7' Brace Line Post	19 at 6.30	119.70

MATERIALS, CONT.

7' Painted End Posts	4 at 7.20	$28.80
7' Corner "T" Posts	12 at 9.20	110.40
7' Corner Posts Painted	3 at 10.35	31.05
14'x50" Gates	8 at 45.50	364.00
60"x48" Gate	1 at 33.60	33.60
4" Conc. Drain Pipe	150 L.F. at 0.10	15.00
		$35,079.79

EQUIPMENT RENTALS AND MISC. EXPENCE

Equipment Rental (Own)		78,004.23
Equipment Rental (Hired)		2,491.45
Gas, Oil and Grease		14,938.94
Bond		1,591.85
PL & PD Insurance		947.09
Small Tools		577.03
Freight and Cartage		3,636.76
Powder and Caps		1,603.74
Home office and general overhead		8,965.07
		$112,756.16
		$230,728.24
Paid Roseburg Paving Company	19,022.97	19,022.97
		$249,751.21

REMARKS:

This was a "Federal Aid Interstate Project," located on the Pacific Highway in Douglas County. The northerly end of the project was approximately 0.55 mile north of the Fords Bridge over the South Umpqua River and about 5.5 mile south of the south city limit of Myrtle Creek. The southerly end of the project was approximately 1.5 miles north of the north city limit of Canyonville. The overall length of the project was 1.36 miles.

The work to be done under this contract consisted of the construction of 1.23 miles of main highway, the construction of frontage and detour roads and road connections, the construction of stone base and shoulders on the frontage, connecting and detour roads, and the construction of 2.22 miles of oil mat wearing surface. Type 0-11 on frontage, connecting and detour roads and the performance of such additional and incidental work called for in the specifications and plans.

The project was bid by R. A. Heintz Construction Company on September 23, 1955. The project was awarded to them on November 4, 1955. The contractor finished the project on June 7, 1957, and the final estimate was dated July 7, 1957.

On October 17, 1955, the contractor began clearing using a D8 dozer and a crew of three men. As the work progressed he increased the clearing crew to 8 men with a power saw and 2 D8 dozers. This work progressed rapidly and the clearing was completed during the week ending December 3, 1955.

During the week ending November 12, 1955, the contractor began excavating using a D8 and scraper and a D8 push cat. As work progressed, he added 2 cats and cans, 1 HD21, a 3/4 dragline and a #12 caterpillar grader. At this time he concentrated on the excavation for the Yocum Road Undercrossing. Completing this work he closed the operation down for the winter on December 23, 1955.

On May 5, 1956, the contractor moved in his grading equipment consisting of 5 DW 20 scrapers, 1 D6 caterpillar tractor, 2 D8 caterpillar tractors, 1 HD 21 tractor, 1 #12 power grader, a DW 20 water wagon and such other necessary equipment. He began grading on May 9, 1956, excavating mainly on the "B" and "F" frontal roads. On August 5, the contractor had these sections ready for surfacing which was done during the week ending August 18, 1956. Traffic was immediately turned over these roads.

The contractor now put all of his grading equipment to work on the new grade. The grading was completed during the week ending September 29, 1956.

He immediately began hauling the selected borrow material to the grade, using the DW 20's to haul, HD 21 and a #12 blade to spread it. This material was all in place on grade during the week of November 10, 1956.

This completed the project except for a small amount of clean up which was complete during the following week, and the placing of the 0-11 mat on some 2800 feet of frontage road. The contractor closed the project down as soon as the clean up was completed for the winter as it was too late to place the oil mat.

REMARKS. CONT.

On May 27, 1957, the contractor moved back on the project and placed the O-11 oil mat on the frontage road. This was sealed on June 7, 1957, which completed all work on the project.

Although the contractor had good bid prices, equipment and fair supervision, weather conditions and the encountering of more rock than anticipated resulted in only a small profit.

M. N. Juve
Chief Cost Analyst

By

F. W. Sugnet

RECEIVED
AUG 12 1957
FOR FILING

IN-78(.1)

4558

August 12, 1957

R. A. Heintz Construction Co.
221 N. E. Columbia Blvd.
Portland, 11, Oregon

Gentlemen:

The State Highway Commission at its meeting held on August 8 had under discussion your request for an extension of time from June 15, 1956 to July 1, 1957 within which to complete your contract No. 4558, for grading on the Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

The Highway Commission granted an extension of time to June 7, 1957, the actual completion date of the project. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Tom Edwards
F. D. Morgan
C. C. Gail

RECEIVED
AUG 11 1957
FOR FILING

file

OREGON STATE HIGHWAY DEPARTMENT

(date) August 7, 1957

(CONTRACT NO.) IM-22(1)4553 (EST. NO.) (CONTRACTOR)

4558 13-Final R. A. Heints Construction Co.

(VOUCHER NO.) (WARRANT NO.) (AMOUNT) (DATE)

17962 H-187963 $ 10,563.61 8/7/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: June 15, 1956

Time Extensions: June 7, 1957

Completion Date: June 7, 1957

Date Accepted: Aug. 8, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Aug. 12, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 13 1957

Ruth Rawlings

NOTED ON CARD

e w

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AUG 2 1957
FOR FILING

4258

August 1, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4558 for grading on the Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County was completed by the contractor, R. A. Heintz Construction Company, on June 7, 1957 but has not as yet been accepted by the Commission.

Final payment in the amount of $10,563.61 will be released to the contractor after acceptance by the Commission. The total contract amount is $265,309.02, of which amount $6,838.91 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JUL 30 1957
FOR FILING

IN-7(.7)
4558

July 29, 1957

Oregon State Highway Commission

Request for extension of time
No. 7
August 8 and 9 meeting

Gentlemen:

Herewith is a request from H. A. Heintz Construction Company for an extension of time on the Forks Bridge Unit of the Myrtle Creek-Canyonville Section, Contract No. 4558, from June 15, 1956 to July 1, 1957.

Bids for this project were received September 23, 1955, but the contract was not awarded until November 4. The contractor started work immediately but was forced to close down during the winter months due to weather. The heavy rains of the winter season prevented him from starting work until May 2, 1956, and all grading was completed by October 27. At that date the only work remaining on the project was the placing of an oil mat on about 2,000 feet of frontal road. Because of the lateness of the season, the contractor was ordered to defer the oiling until suitable weather in 1957. Work was resumed on May 31, and the project was actually completed June 7.

I recommend that the extension be granted, to and including June 7, 1957. Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

This is not a liquidated damage contract.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:ob fn

RECEIVED
JUL 15 1957
FOR FILING

EN-YY (27)

4558

July 11, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Ferda Bridge Contract No. 4558, Oregon IE-78 (27), from June 15, 1956 to June 7, 1957 to R. A. Heintz Construction Company, contractors.

Bids for this project were received September 23, 1956, but actual award was not made until November 4th. The contractor started work on October 17th, and was forced to shut down December 15th, due to weather. During this period he was able to operate at about 50 percent efficiency due to wet ground and intermittent heavy rains. On May 2, 1957 the resident engineer advised the contractor that the area was now workable and he resumed work on May 7th. All grading was completed by October 27th. The only work remaining was the placement of an oil mat on about 2,800 feet of frontal road. As of this date, the project was completed in accordance with plans permitting the orderly procession of other work planned in the area. Because of the lateness of the season, the contractor was ordered to defer the oiling until suitable weather in 1957. Work was resumed May 31st and the project completed June 7th.

I recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc to: Tom Edwards

RECEIVED
JUL 12 1957
FOR FILING

July 11, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to R. A. Heintz Construction Company in connection with Contract No. 4558, for grading on the Ferris Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County. This payment, in the amount of $1,193.14, will be released to the contractor on or after July 22, 1957. The retained percentage is $7,878.72.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JUN 24 1957
FOR FILING

June 21, 1957

Mr. C. C. Falk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise that work was completed on June 7, 1957, on Contract No. 4558, Fords Bridge Unit, Myrtle Creek-Canyonville Section in Douglas County, in connection with Federal Aid Project No. DI-78(27).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc: Clarence G. Swanson

EEP:cr

Form E-1—10M—6-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

I 1-P-11
4558

Section: Fords Bridge Unit, Myrtle Creek - Canyonville Section
For Week Ending: June 8th, 1957, 19
Highway: Pacific
Kind of work: Grading
Contractor: R. A. Heintz Construction Co.
Section prefix: 10-1016
Contract number: 4558
Date of contract: Nov. 4th, 1955, 19
Date of completion: June 15, 1956, 19
Date work started: Oct. 17, 1955, 19
Estimated date of completion: June 7th, 19 57
Project authorization: $323,532.00
Exclusive of Engineering: $300,525.00
Per cent of time elapsed: 100%
Estimated cost of completed project, exclusive of engineering: $281,344.00
Estimated per cent overrun or underrun: 3.5%
Per cent of contract completed, based on total contract price: 100%
Engineering authorization: $ 23,010.00
Engineering cost to date: $31,063.00, 135%
Date project was completed: June 7th, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed the final seal on the 0-11 oil mat on the 6th, bladed the shoulders on the 7th. Project declared complete on this date.

Final estimate will be submitted as soon as certified copies of oil bills have been received from the supplier.

Final Report.

CONSTRUCTION DIVISION
RECEIVED
JUN 10 1957

NOTED: CE ACE COE

Noted
M. N. Juve

Signed: E C Hall

Address: Box 466, Myrtle Creek

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 56662

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers .....,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAR 20 1957
FOR FILING

IN-78 (27)

4538

March 19, 1957

Mr. Robert A. Heintz
R. A. Heintz Construction Company
221 N. E. Columbia Boulevard
Portland 11, Oregon

Re Fords Bridge Contract No. 4558

Dear Sir:

I have had the subject-named project reviewed with the idea in mind to give you all of the retainage that is possible; however, I find that we cannot, according to law, pay you more than 97 per cent of the amount earned under the contract until all work under the contract has been completed.

As you are aware, there is some oiling work that must be done during the coming construction season. You asked that this work be done on another job; however, this could not be done so we were unable to call this work completed. The oiling work yet remaining is, I believe, about $3,000. You will probably get this cleared up with the advent of continued good weather and the job can then be declared completed and full payment made to you.

I am very sorry if any misunderstanding exists because of this, as it was my purpose when I talked to you that you should receive all of the money that we could possibly give you under the contract or under the law.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. S. H. Probert
Mr. C. H. Maison

LHY:jc fn

Salem, Oregon
March 14, 1957

Fords Bridge
Contract No. 4558

Mr. Tom Edwards
Construction Engineer

I seem to have "goofed". Somehow I got the impression that the Fords Bridge job was completed and that it would be possible for us to pay Bob Heintz all of his estimate save and except a minor amount held back for checking. On this assumption I told Heintz that we would make the payment. That was where I apparently made my first mistake.

My information is somewhat sketchy on the subject. As nearly as I can find out, there remains substantial work yet to be done. Every time I see Heintz he denies this and states that the job was accepted by the Division Engineer and as such he is entitled to final payment.

Will you please prepare a draft of a letter to Heintz clarifying the situation. If I made a "booboo", which apparently I did, have no hesitancy in so stating in your letter.

Forrest Cooper
Deputy State Highway Engineer

FC:ms

cc Mr. S. H. Probert

RECEIVED
FEB 25 1957
FOR FILING

IN-18-(21)
41535

February 21, 1957

R. A. Heintz Construction Co.
211 N. E. Columbia Boulevard
Portland 11, Oregon

Attention: Mr. E. H. Twietmeyer

Gentlemen:

In reply to your letter of February 19 regarding your retained percentage on the Fords Bridge Unit, I wish to advise that my letter of December 27, 1956 was based on erroneous information that the job was virtually completed. I subsequently learned that there was considerable work yet to be done.

The reason that this matter was not called to your attention by letter was the fact that I explained it to Mr. Heintz verbally at a meeting in Portland subsequent to my December 27, 1956 letter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:me

R. A. HEINTZ CONSTRUCTION CO.

Highway and General Contractors

PHONE: UKiah 2501

211 N. E. COLUMBIA BLVD.
PORTLAND 11, OREGON

February 19, 1957

Mr. Forrest Cooper
Deputy State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

In your letter of December 27, 1956 addressed to Mr. Heintz, you indicated that you had authorized a reduction of retained percentage on the Fords Bridge Unit, Contract No. 4558.

To date we have not received this reduction in retainage from $7,841.82 to $1,000.00 or a net payment to us in the amount of $6,841.82.

May we learn the reason for the delay in our receiving this retainage since it has been authorized for nearly two months now.

Your following up this matter will be appreciated.

Very truly yours

R. A. HEINTZ CONSTRUCTION CO.

E. H. Twietmeyer

E. H. Twietmeyer

EHT:ch

RECEIVED
FEB 21 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 3 - 1957
FOR FILING

IN-78(27)

4558

January 2, 1957

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to R.A. Heintz Construction Co. a portion of the funds heretofore retained by the Commission on contract No. 4558, for grading on Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

This payment in the amount of $5,426.63 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $7,841.82. The present payment will be released on or after January 12, 1957.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JAN 2 - 1957
FOR FILING

IN-78(27)
4558

December 27, 1956

Mr. R. A. Heints
R. A. Heints Construction Company
211 N. E. Columbia Boulevard
Portland 11, Oregon

Dear Mr. Heints:

In reply to your letter of December 26, I have authorized reduction of retained percentage on the Fords Bridge Unit, Contract No. 4558, to conform to our verbal agreement of about a month ago. An administrative mixup here caused the error.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:ms

RECEIVED
JAN 2 - 1957
FOR FILING

IN-78(27)
4558

December 27, 1956

Mr. R. A. Heintz
R. A. Heintz Construction Company
211 N. E. Columbia Boulevard
Portland 11, Oregon

Dear Mr. Heintz:

In reply to your letter of December 26, I have authorized reduction of retained percentage on the Ferdo Bridge Unit, Contract No. 4558, to conform to our verbal agreement of about a month ago. An administrative mixup here caused the error.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:ms

Salem, Oregon
December 27th, 1956

Fords Bridge Section

Mr. S. H. Probert
Office Engineer
O f f i c e

Will you please arrange to reduce the retained percentage on the Fords Bridge Contract #4556 to $1,000.

This project is complete with the exception of some minor oiling work on frontage roads which cannot be completed until the next oiling season. The retention of $1,000 will more than amply cover the cost of the remaining work.

Forrest Cooper
Deputy State Highway Engineer

cc to: Tom Edwards

R. A. HEINTZ CONSTRUCTION CO.

Highway and General Contractors

PHONE: UKiah 2501

211 N. E. COLUMBIA BLVD.
PORTLAND 11, OREGON

December 26, 1956

Mr. Forrest Cooper
Deputy State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Re: Contract No. 4458 4558
Fords Bridge Unit
Myrtle Creek-Canyonville

Dear Mr. Cooper:

You will recall my conversation with you and Mr. Dutch Williams about ten days ago with reference to reduction in retainage on the above numbered contract.

It was our understanding that you were to hold $1,000.00 of the retainage until the oiling is completed next spring and remit to us all in excess of that amount or $6,673.99.

I shall appreciate receiving your check before December 31.

Very truly yours

R. A. HEINTZ CONSTRUCTION CO.

R. A. Heintz

RAH:ch

RECEIVED
DEC 7 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 3 1956
FOR FILING

IN-7K(27)
4558

November 30, 1956

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

It is the intention of the State Highway Commission to release to R.A. Heints Construction Company a portion of the funds heretofore retained by the Commission on contract No. 4558, covering the Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

This payment in the amount of $17,839.16 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $7,673.99. The present payment will be released on or after December 10, 1956.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Assistant Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
NOV 23 1956
FOR FILING

IN-78 (a.7)

4558

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 21, 1956

SUBJECT: Fords Bridge Unit
Pacific Highway
Contract 4558

To: Mr. S. H. Probert
Office Engineer
Office

The subject named job has been completed with the exception of some minor oiling work on frontage roads that cannot be completed until next construction season.

This has come about through no particular fault of the contractor. It is therefore recommended that the retained percentage of this job be reduced to $1,000. Mr. Cooper has indicated that this is about the proper retainage.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Ass't Construction Engineer

LHY:jc

cc Forrest Cooper
C. H. Maison

NOTED
FORREST COOPER

RECEIVED
NOV 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 2 1 1956
FOR FILING

FORM EDO—SOM—11-55—50884
IN-78(27)
4558

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 29th, 1956

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

I attach hereto proposed cross-section for the Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Freeway.

Your attention is directed to the variable median width from Station 346 to Station 378. This comes to a minimum width of 4 feet with 1 foot of shy distance each side. This is in the area of Foras Bridge and the Yocom Road interchanges where the bridges have already been built with the 4-foot median.

I recommend your approval.

Tom Edwards
Construction Engineer

TE:AR
Enc.

RECEIVED
AUG 30 1956
OFFICE OF
STATE HIGHWAY ENGINEER

$52,638.00

CFSS-2142

Form PR 2 (Revised 1950)

State OREGON

Project No. I-5-76(27)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 14th day of August, 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 27th day of May, 1955, a program, which was approved on the 17th day of June, 1955, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 27th day of July, 1955, and the sum of five hundred twenty three thousand, and 00/100

dollars ($ 523,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11370-6

$51,638.00

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 589, Laws 1939.

(Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 326+00 and 398+00, northwest of Canyonville,

; length 1.364 miles, in Douglas County, being Oregon project No. IM-78(27), consisting of 1.234 miles of roadway and two bridges, each of more than 20 feet clear span, 0.130 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

(b) It is agreed that the Highway Department will not add nor permit the addition of any points of access to or exit from the project in addition to those approved in the plans, without the prior approval of the Secretary, and it is further agreed that the Highway Department will not permit automotive service stations or other commercial establishments to be constructed or located on the right of way, except that the State or a political subdivision may use the air space above and below the established grade line of the highway pavement for the parking of motor vehicles provided such use does not interfere in any way with the free flow of traffic on the Interstate System.

16—71379-4

$51,638.00

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of five hundred twenty three thousand, and 00/100 dollars ($ 523,000.00), which does not exceed the authorized Federal pro rata share of seven hundred fifty two thousand, seven hundred eighty and 05/100. dollars ($ 752,780.05), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)
Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

16—11870-4

$352,638.00

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By _____
Division Engineer,
Bureau of Public Roads.

A4.58

U. S. GOVERNMENT PRINTING OFFICE 16—11279-6

Oregon State Highway Department

Federal Aid Project
No. IM-78(27)

FORDS BRIDGE SECTION

OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices)

Salem, Oregon, June 13, 1956

Type Code 0011
Roadway (Sta. 326+00 to Sta. 398+00)(Contract No. 4558)

All Required	Clearing and Grubbing		$ 15,000.00
4,400 sq. yds.	Removal of Pavement	$ 0.40	1,760.00
1,500 cu. yds.	Drainage Excavation, Unclassified	0.80	1,200.00
84,000 cu. yds.	Special Borrow Excavation, Unclassified	0.69	57,960.00
370,000 cu. yds.	General Excavation, Unclassified	0.33	122,100.00
1,800,000 yd. sta.	Short Overhaul	0.005	9,000.00
38,000 C-yd. sta.	Long Overhaul	0.10	3,800.00
1.23 miles	Finishing Roadbed and Slopes	1,500.00	1,845.00
4,800 lin. ft.	Rounding Cutbanks	0.15	720.00
1,200 lin. ft.	18-inch Concrete Pipe	3.00	3,600.00
260 lin. ft.	24-inch Concrete Pipe	5.00	1,300.00
210 lin. ft.	48-inch Corrugated Metal Pipe	23.00	4,830.00
240 lin. ft.	6-inch Perforated Metal Drain Pipe	2.00	480.00
70 cu. yds.	Special Backfill in Drains	6.00	420.00
13,300 cu. yds.	Crusher-run Material in Base	1.90	25,270.00
2,600 cu. yds.	3/4" - 0 Material in Base	2.80	7,280.00
400 M-gal.	Sprinkling	1.50	600.00
2.22 miles	Preparation of Base	200.00	444.00
300 cu. yds.	3/4" - 0 Material in Binder Course	4.25	1,275.00
1,500 cu. yds.	Furnishing and Placing Aggregates	4.25	6,375.00
50 tons	RC-3 Asphalt	50.00	2,500.00
110 tons	150-200 Asphalt	48.50	5,335.00
38 tons	RS-1 Asphalt	55.00	2,090.00
			$275,184.00
Flagging (57.% of Contractors Flagging Costs.)			1,000.00
		Subtotal	$278,184.00
		10% Engr. & Cont.	27,818.40
			$306,002.40

Type Code 0032
Fords Bridge (Sta. 352+65 to Sta. 358+30)(Contract No. 4502)

All Required	Shoring, Cribbing, Etc.		$ 20,000.00
1,500 cu. yds.	Structural Excavation	$ 10.00	15,000.00
140 cu. yds.	Excavation Below Elevation Shown	20.00	2,800.00
513 lin. ft.	Furnish Steel Piling	6.00	3,078.00
9 only	Drive Steel Piles	100.00	900.00
1,900 cu. yds.	Class "A" Concrete	60.00	114,000.00
460,000 lbs.	Metal Reinforcement	0.115	52,900.00
All Required	Structural Steel		130,000.00
1,160 lin. ft.	Metal Rail	11.00	12,760.00
50 lin. ft.	Drain Pipe	4.00	200.00
			$351,638.00

Type Code K221
Yakima Road Overcrossing (Sta. 366+45.85 to Sta. 367+65.85) (Contract No. 4502)

290 cu. yds.	Structural Excavation	$ 7.00	$ 2,030.00
15 cu. yds.	Excavation Below Elevation Shown	7.00	105.00
2,805 lin. ft.	Furnish Treated Timber Piling	1.20	3,366.00
102 emly	Drive Timber Piles	35.00	3,570.00
540 cu. yds.	Class "A" Concrete	55.00	29,700.00
133,500 lbs.	Metal Reinforcement	0.115	15,352.50
100 lin. ft.	Drain Pipe	4.00	400.00
			$ 54,523.50

Subtotal	$406,161.50
10% Engr. & Cont.	40,616.15
Total	$446,777.65

Length of Roadway	1.234 miles
Length of 2 Structures	0.130 mile
Total Length	1.364 miles
Cost of Roadway per mile	$247,976.01

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$306,002.40	$212,598.00	$ 93,404.40
Structures	446,777.65	310,402.00	136,375.65
	$752,780.05	$523,000.00	$229,780.05

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maint: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. IN-78(27)

FORDS BRIDGE SECTION OF THE PACIFIC

HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 22, 1955

Type Code 0011
Roadway (Sta. 326+00 to Sta. 398+00)

All Required	Clearing and Grubbing	$	$ 15,000.00
4,400 sq. yds.	Removal of Pavement	0.60	2,640.00
1,500 cu. yds.	Drainage Excavation, Unclassified	2.50	3,750.00
84,000 cu. yds.	Special Borrow Excavation, Unclass.	0.80	67,200.00
370,000 cu. yds.	General Excavation, Unclassified	0.30	111,000.00
1,800,000 yd. sta.	Short Overhaul	0.015	27,000.00
38,000 C-yd.sta.	Long Overhaul	0.45	17,100.00
1.23 miles	Finishing Roadbed and Slopes	1,000.00	1,230.00
4,800 lin. ft.	Rounding Cutbanks	0.20	960.00
1,200 lin. ft.	18-inch Concrete Pipe	3.50	4,200.00
260 lin. ft.	24-inch Concrete Pipe	5.00	1,300.00
210 lin. ft.	48-inch Corrugated Metal Pipe	15.00	3,150.00
240 lin. ft.	6-inch Perforated Metal Drain Pipe	2.00	480.00
70 cu. yds.	Special Backfill in Drains	5.00	350.00
13,300 cu. yds.	Crusher-run Material in Base	2.00	26,600.00
2,600 cu. yds.	3/4" - 0 Material in Base	2.50	6,500.00
400 M-gal.	Sprinkling	2.50	1,000.00
2.22 miles	Preparation of Base	200.00	444.00
300 cu. yds.	3/4" - 0 Material in Binder Course	3.75	1,125.00
1,500 cu. yds.	Furnishing and Placing Aggregates	4.00	6,000.00
50 tons	RC-3 Asphalt	45.00	2,250.00
110 tons	150-200 Asphalt	43.00	4,730.00
38 tons	RS-1 Asphalt	45.00	1,710.00
	Subtotal		$305,719.00
	10% Engr. & Cont.		30,571.90
	Total		$336,290.90

Type Code X032
Fords Bridge (Sta. 352+65 to Sta. 358+30)

All Required	Shoring, Cribbing, etc.	$	$ 20,000.00
800 cu. yds.	Structural Excavation	7.50	6,000.00
40 cu. yds.	Excavation Below Elevation Shown	15.00	600.00
405 lin. ft.	Furnish Steel Piling	6.50	2,632.50
9 only	Drive Steel Piles	100.00	900.00
1,800 cu. yds.	Class "A" Concrete	70.00	126,000.00
450,000 lbs.	Metal Reinforcement	0.11	49,500.00
All Required	Structural Steel		125,000.00
1,160 lin. ft.	Metal Rail	12.50	14,500.00
50 lin. ft.	Drain Pipe	3.50	175.00
			$345,307.50

Type Code X221
Yakum Road Overcrossing (Sta. 366+45.85 to Sta. 367+65.85)

290 cu. yds.	Structural Excavation	$ 4.00	$ 1,160.00
15 cu. yds.	Excavation Below Elevation Shown	6.00	90.00
2,805 lin. ft.	Furnish Treated Timber Piling	1.25	3,506.25
102 only	Drive Timber Piles	50.00	5,100.00
540 cu. yds.	Class "A" Concrete	65.00	35,100.00
133,500 lbs.	Metal Reinforcement	0.11	14,685.00
100 lin. ft.	Drain Pipe	3.50	350.00
			$ 59,991.25

Subtotal	$405,298.75
10% Engr. & Cont.	40,529.88
Total	$445,828.63

Length of Roadway 1.234 Miles
Length of 2 Structures 0.130 Mile
Total Length 1.364 Miles
Cost of Roadway Per Mile $272,520.98

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$336,290.90	$232,186.00	$104,104.90
Structures	445,828.63	307,814.00	138,014.63
	$782,119.53	$540,000.00	$242,119.53

E-106—10M—7-54
State Printing 77341

Job No. .....

Sheet ..... of ..... Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for .....

Made by ....WWH....., 19..... Checked by ....., 19..... Backchecked by ....., 19.....

Estimate of Timber Bridges ... Fish Ladder
... Tidal Section ...
... Alternate ...

				Total
Fish Ladder				
1- ...	...	All	—	#20,000
2. ...	...	800	#1.50	6,000
3. Excavation ...				
...	...	4(	5.00	600
4. ...	...	4.5	6.50	2,032
5. Fine Steel ...	...	9	100.00	900
6. ...	...	1,8..	70.00	126,000
7. ...	...	45..	0.11	49,500
8. Structural Steel	...	...	—	125,000
9- Metal Work	...	...	12.50	14,500
10- Drive Piles	...	50	3.50	175
Other ...				
11- Structural ...	...	...	4.00	1,160
12- Excavations ...	...	...	6.00	90
13 Furnish Treated ...	...	...	1.25	3,506
14 Drive Timber ...	...	10(	50.00	5,100
15 Class "A" Con...	...	...	65.00	35,100
16 Metal Reinforcing ...	...	...	0.11	14,685
17 Drive Piles ...	...	...	3.50	350
				405,298
Engineering and ... (12%)				50,662
				Total

Oregon State Highway Department

Federal Aid
Project No. IM-78 (27)

FORDS BRIDGE SECTION OF THE PACIFIC

HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 26, 1955

Type Code X032
Fords Bridge (Sta. 352+65 to Sta. 358+30)

All Required	Shoring, Cribbing, Etc.	$	$ 20,000.00
1,500 cu. yds.	Structural Excavation	7.50	11,250.00
140 cu. yds.	Excavation Below Elevation Shown	15.00	2,100.00
513 lin. ft.	Furnish Steel Piling	6.50	3,334.50
9 only	Drive Steel Piles	100.00	900.00
1,900 cu. yds.	Class "A" Concrete	65.00	123,500.00
460,000 lbs.	Metal Reinforcement	0.11	50,600.00
All Required	Structural Steel		125,000.00
1,160 lin. ft.	Metal Rail	12.50	14,500.00
50 lin. ft.	Drain Pipe	3.50	175.00
			$351,359.50

Type Code X221
Yakum Road Overcrossing (Sta. 366+45.85 to Sta. 367+65.85)

290 cu. yds.	Structural Excavation	$ 4.00	$ 1,160.00
15 cu. yds.	Excavation Below Elevation Shown	6.00	90.00
2,805 lin. ft.	Furnish Treated Timber Piling	1.25	3,506.25
102 only	Drive Timber Piles	50.00	5,100.00
540 cu. yds.	Class "A" Concrete	65.00	35,100.00
133,500 lbs.	Metal Reinforcement	0.11	14,685.00
100 lin. ft.	Drain Pipe	3.50	350.00
			$ 59,991.25

Subtotal	$411,350.75
10% Engr. & Cont.	41,135.08
Total	$452,485.83

Length of 2 Structures 0.130 Mile

Federal Funds	$312,000.00
State Funds	140,485.83
	$452,485.83

Oregon State Highway Department

Federal Aid
Project No. IN-78(27)

FORDS BRIDGE SECTION OF THE PACIFIC

HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 25, 1955

Type Code 0011
Roadway (Sta. 326+00 to Sta. 398+00)

All Required	Clearing and Grubbing	$	$ 15,000.00
4,400 sq. yds.	Removal of Pavement	0.60	2,640.00
1,500 cu. yds.	Drainage Excavation, Unclassified	2.50	3,750.00
84,000 cu. yds.	Special Borrow Excavation, Unclassified	0.80	67,200.00
370,000 cu. yds.	General Excavation, Unclassified	0.30	111,000.00
1,800,000 yd. sta.	Short Overhaul	0.015	27,000.00
38,000 C-y.sta.	Long Overhaul	0.45	17,100.00
1.23 miles	Finishing Roadbed and Slopes	1,000.00	1,230.00
4,800 lin. ft.	Rounding Cutbanks	0.20	960.00
1,200 lin. ft.	18-inch Concrete Pipe	3.50	4,200.00
260 lin. ft.	24-inch Concrete Pipe	5.00	1,300.00
210 lin. ft.	48-inch Corrugated Metal Pipe	15.00	3,150.00
240 lin. ft.	6-inch Perforated Metal Drain Pipe	2.00	480.00
70 cu. yds.	Special Backfill in Drains	5.00	350.00
13,300 cu. yds.	Crusher-run Material in Base	2.00	26,600.00
2,600 cu. yds.	3/4" - 0 Material in Base	2.50	6,500.00
400 M-gal.	Sprinkling	2.50	1,000.00
2.22 miles	Preparation of Base	200.00	444.00
300 cu. yds.	3/4" - 0 Material in Binder Course	3.75	1,125.00
1,500 cu. yds.	Furnishing and Placing Aggregates	4.00	6,000.00
50 tons	RC-3 Asphalt	45.00	2,250.00
110 tons	150-200 Asphalt	43.00	4,730.00
38 tons	RS-1 Asphalt	45.00	1,710.00
			$305,719.00
	Flagging (57.5% of Contractors Flagging Costs)		3,000.00
	Subtotal		$308,719.00
	10% Engr. & Cont.		30,871.90
			$339,590.90

Type Code X032
Fords Bridge (Sta. 352+65 to Sta. 358+30)(Contract No. 4502)

All Required	Shoring, Cribbing, Etc.	$	$ 20,000.00
1,500 cu. yds.	Structural Excavation	10.00	15,000.00
140 cu. yds.	Excavation Below Elevation Shown	20.00	2,800.00
513 lin. ft.	Furnish Steel Piling	6.00	3,078.00
9 only	Drive Steel Piles	100.00	900.00
1,900 cu. yds.	Class "A" Concrete	60.00	114,000.00
460,000 lbs.	Metal Reinforcement	0.115	52,900.00
All Required	Structural Steel		130,000.00
1,160 lin. ft.	Metal Rail	11.00	12,760.00
50 lin. ft.	Drain Pipe	4.00	200.00
			$351,638.00

Type Code X221
Yokum Road Overcrossing (Sta. 366+45.35 to Sta. 367+65.35)(Contract No. 4502)

290	cu. yds.	Structural Excavation	$7.00	$ 2,030.00
15	cu. yds.	Excavation Below Elevation Shown	7.00	105.00
2,805	lin. ft.	Furnish Treated Timber Piling	1.20	3,366.00
102	only	Drive Timber Piles	35.00	3,570.00
540	cu. yds.	Class "A" Concrete	55.00	29,700.00
133,500	lbs.	Metal Reinforcement	0.115	15,352.50
100	lin. ft.	Drain Pipe	4.00	400.00
				$ 54,523.50

Subtotal	$406,161.50
10% Engr. & Cont.	40,616.15
Total	$446,777.65

Length of Roadway 1.234 Miles
Length of 2 Structures 0.130 Mile
Total Length 1.364 Miles
Cost of Roadway Per Mile $275,195.21

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$339,590.90	$233,197.00	$106,393.90
Structures	446,777.65	306,803.00	139,974.65
	$786,368.55	$540,000.00	$246,368.55

RECEIVED
JUL 27 1956
FOR FILING

IN-78 (27)

455

W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1956

SUBJECT: Fords Bridge
Pacific Highway
Contract No. 4558

To: Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Reference is made to Laboratory Reports Nos. 395685 and 395686, dated July 19, 1956 showing an excess of 47.1 and 8.2 percent of material passing the smallest screen for the 3/4"-½" and 1½"-3/4" aggregate, respectively being produced by Beckley & Thomas for oiling aggregate on July 17th.

These samples indicate the need of a scalping operation and plant screening so that control can be more readily attained.

Will you please instruct the resident engineer to have the contractor adjust his plant and pit operations so that acceptable aggregate will be produced. It is suggested that on-the-site screening of the produced aggregate be done if at all possible.

Also, will you instruct the resident engineer to so mark the samples of improved aggregate submitted to the laboratory that it is clear they represent corrected material.

Forrest Cooper
Construction Engineer

By L. H. Young

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
JUL 26 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 25 1956
FOR FILING

IN-78(27)
4555
6267

January 25, 1956

Mr. V. W. Hammond
Distribution Superintendent
The California Oregon Power Company
Medford, Oregon

Dear Sir:

This letter is to authorize you to proceed with the moving of your power facilities as required to permit new highway construction in the vicinity of the Gasley Road north of Myrtle Creek, and the State will reimburse you for such costs on the basis set forth in your letter of December 6.

Such reimbursement is to consist of the entire cost of relocation of the power line, including easements for poles which will be off the state highway right of way. It is understood that the State Highway Department will be credited for any betterment to your benefit, the depreciated value of removed facilities, and the accrued depreciation of the replacement cost in kind of the original line. Your estimate for the work involved is $4,160.

Please submit your billing for reimbursement when the work has been completed.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. C. H. Maison
Mr. Tom Edwards
Mr. J. H. DeSouza

WCW:me lg

RECEIVED

FORM E20—500—2-55—52966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
January 23, 1956

SUBJECT: Relocating Copco Facilities
Fords Bridge Section
Pacific Freeway

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

Herewith I return to you file and map relative to compensation to California Oregon Power Company for the moving of pole lines on the Fords Bridge Section of the Pacific Highway. Except as to matters of rights of way, Mr. Hammond's letter of December 6 was referred to Mr. Maison to ascertain whether, or not, the proposed method of billing is in accordance with the recent plan worked out with Copco. His memorandum of January 17, stating that the plan is in agreement therewith, is attached to the file.

There are some three or four poles now on private land for which it will be necessary for Copco to acquire new easements to relocate the same on private property. While I was in your office, I understood that Copco can acquire additional private easements at a cost of $5.00 per pole. I would suggest that compensation in that amount be approved.

A great number of the poles, which now are on private right of way, will be located within the highway right of way boundaries, and I would suggest that with reference to these poles this Department is willing to agree to the plan outlined in my letter of January 5, 1956 to Roberts, Kellington and Branchfield, attention of Mr. Edward Branchfield, a carbon copy of which was sent to you.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. C. W. Enfield

RECEIVED
JAN 23 1956
OFFICE OF
STATE HIGHWAY ENGINEER

map relid to
Mr. Cooper

FORM E30—50M—2-55—62906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1956

SUBJECT: Relocating COPCO Facilities

To: J. W. DeSouza

RECEIVED
JAN 18 1956
LEGAL DEPT.

The method of billing the Highway Department for relocating power line facilities in the vicinity of Gazley Road, south of Myrtle Creek, as outlined in the letter from Mr. V. W. Hammond, is in accordance with our agreement with the California Oregon Power Company.

C. H. Maison

C. H. Maison

CHM:cg

FORM E3O—60M—2-55—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 13, 1956

SUBJECT: Fords Bridge Section
Pacific Freeway

To: Mr. W. C. Williams
Deputy State Highway Engineer

O F F I C E

Reference is made to your Assignment No. 6267 which has to do with the moving of power line facilities that conflict with the construction work in the vicinity of the Gazley Road south of Myrtle Creek.

We have verified the information stated in the California Oregon Power Company letter of December 6 that their facilities are located on private right of way and that it is the obligation of the State to pay for the relocating of these facilities. Copies of the individual easements covering this pole line are in our files.

I recommend that a letter be sent to the California Oregon Power Company requesting that they move this line and that we will reimburse them for doing so on an actual cost basis as outlined in their letter of December 6.

I understand that the need for moving of the line is quite urgent and that the power company has a crew available to do the work immediately upon receipt of authorization.

L. H. Young
Assistant Construction Engineer

LHY:dt

Encls.

ASSIGNMENT

Date: 12-12-55 No. 6267 By WCW

Description: Letter dated 12-6-55 from V. W. Hammond, The California Oregon Power Company, Medford, giving estimate to replace its facilities due to highway construction in vicinity of Gazley Road north of Myrtle Creek. (Mr. Edwards requested estimate.)

Acknowledged by____ Referred to COOPER ✓

__Investigate and report with recommendation
__Such action as necessary and report
X Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks: Check with Edwards on this. Is right of way liable to be expensive? Kind of a blank check they are asking for.

PLEASE RETURN TO
W. C. WILLIAMS

Executed 1-12-56 Report Received _____

REGON POWER COMPANY

ORD, OREGON
ber 6, 1955

W. C. WILLIAMS

ed, we have prepared an estimate to re-
struction in the vicinity of the Gazley
cation, our facilities are located on
ore expect to be recompensed by the High-
follows.

way Department for the costs of all addi-
ew highway construction, all right of way,
he present line. We will expect to credit
nt for our benefit, the depreciated sal-
e accrued depreciation of the replacement
estimate of the bill in this connection

If the above procedure for billing is satisfactory with you, will you please advise if you will accept the billing on that basis when submitted upon completion of the job. Upon receipt of such acceptance by you, we will authorize the work to proceed promptly.

Very truly yours,

THE CALIFORNIA OREGON POWER COMPANY

V. W. HAMMOND
Distribution Superintendent

VWH/sc

PLEASE RETURN TO
W. C. WILLIAMS

RECEIVED
DEC 8 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
L. H. Young

THE CALIFORNIA OREGON POWER COMPANY

IN REPLY PLEASE REFER
TO OUR FILE NUMBER

MEDFORD, OREGON
December 6, 1955

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

W. C. WILLIAMS

Dear Sir:

As your Mr. Tom Edwards requested, we have prepared an estimate to replace our facilities due to highway construction in the vicinity of the Gazley Road north of Myrtle Creek. At this location, our facilities are located on private right of way and we will therefore expect to be recompensed by the Highway Department for this replacement as follows.

We will expect to bill the Highway Department for the costs of all additional facilities required due to the new highway construction, all right of way, survey, clearing and removal costs of the present line. We will expect to credit the Highway Department for any betterment for our benefit, the depreciated salvage value of removed facilities and the accrued depreciation of the replacement cost in kind of the original line. Our estimate of the bill in this connection is $4,160.00.

If the above procedure for billing is satisfactory with you, will you please advise if you will accept the billing on that basis when submitted upon completion of the job. Upon receipt of such acceptance by you, we will authorize the work to proceed promptly.

Very truly yours,

THE CALIFORNIA OREGON POWER COMPANY

V. W. HAMMOND
Distribution Superintendent

VWH/sc

PLEASE RETURN TO
W. C. WILLIAMS

RECEIVED
DEC 8 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
L. H. Young

RECEIVED
DEC 21 1955
FOR FILING

FORM E-30X—60,000—10-54—79464

IN-7(27)
4558

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1955

SUBJECT: Fords Bridge Section
Pacific Highway
Contract No. 4558

To:

Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Report No. 381155, dated December 15, 1955, showing that there is an excess of 3% passing the ¼-inch screen for the 3/4"-0 crushed gravel.

Please instruct the resident engineer to tighten his inspection of this phase of the contract. While 3% is probably within the range of error in testing and sampling it does indicate that marginal material is being produced, requiring close watch.

Also, please instruct him to so mark corrected samples of aggregate that it is clear that they are representative of improved material.

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
DEC 20 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 21 1955
FOR FILING

IN-78(27)
4558

December 19, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering flagging on the Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4558, in connection with Federal-aid Project No. IM-78 (27). This work is an anticipated item of the contract.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

By

S. H. Probert
Office Engineer

MCW:ia

Encl.

cc Mr. W. C. Williams

RECEIVED
DEC 2 1955
FOR FILING

IN-78 (27)
1557

B

November 30, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 17, 1955 on Contract No. 4558, Ferris Bridge Unit, Myrtle Creek-Canyonville Section, in Douglas County, in connection with Federal Aid Project No. IN-78(27).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

RHB:ch

RECEIVED
NOV 30 1955
FOR FILING

IN-7P(27)
4558

November 29, 1955

R. A. Heintz Construction Co.
221 N. E. Columbia Blvd.
Portland 11, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4558, which was awarded to you by the State Highway Commission, for grading on Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
DEC 12 1955
FOR FILING

IN-78(27)
4558

November 4, 1955

R. A. Heintz Construction Co.
211 N. E. Columbia Boulevard
Portland, Oregon

Gentlemen:

The State Highway Commission on September 23, 1955 accepted your proposal for grading Ford's Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County for the sum of $275,184 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4558.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

R. G. Savage, SIAC
Forrest Cooper
S. H. Probert

NOTED
J. Mc C.

STIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

1206 10-51

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 4, 1955
1:58 p.m.

R. A. Heintz Construction Co.
211 N. E. Columbia Boulevard
Portland, Oregon

Contract for grading Ford Bridge Unit, Myrtle Creek-Canyonville Section of Pacific Highway, Douglas County for which you submitted low bid on September 23, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files ✓
C. W. Head

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
NOV 9 1955
STATE HIGHWAY COMMISSION

RECEIVED
NOV 10 1955
FOR FILING
OREGON DISTRICT
IN-78(27)
4558

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

November 4, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project IN-78(27), Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway, we hereby concur as of this date in award of Contract No. 4558 to R. A. Heintz Construction Co. of Portland, Oregon, low bidder in the amount of $275,184.00 at the September 23, 1955 bid opening.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
NOV 9 1955
STATE HIGHWAY COMMISSION

RECEIVED
NOV 4 · 1955
FOR FILING

IN-78(27)
4558

November 4, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the Fords Bridge Unit of the Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Project IM-78(27), to the R. A. Heintz Construction Co. of Portland, Oregon, on the basis of the bid of $275,184.00 submitted on September 23, 1955.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ls

RECEIVED
SEP 14 1955
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

(IN TRIPLICATE)
4738
08-35

September 7, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project IN-78(27), Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. POLK
District Engineer

By
A. F. BESTER
Supervising Hwy. Design Engineer

RECEIVED
SEP 13 1955
STATE HIGHWAY COMMISSION

RECEIVED
JUL 3'. 1955
FOR FILING

IN-78(27)
4558

Salem, Oregon
July 18, 1955

Mr. C. W. Enfield
Chief Counsel

The State Highway Commission plans and proposes to construct the Fords Bridge Unit of the Shady-Canyonville Section of the Pacific Highway as a throughway. The project begins at highway engineer's survey station 326+00 and extends in a southerly and easterly direction to a terminous at highway engineer's survey station 398+00. The plans for the project consist of eight pages, marked Exhibit "A." It is requested that a throughway agreement be prepared covering the following points:

THINGS TO BE DONE BY STATE

1. The State shall construct and thereafter maintain a structure carrying Gazely Road over the throughway as shown colored in purple on sheet no. 4 of Exhibit "A."

2. State shall construct and thereafter maintain the Gazely Road Interchange as shown colored in green on sheet no. 4 of Exhibit "A."

3. State shall construct and thereafter maintain a frontage road along the westerly side of the throughway as shown colored in brown on sheet no. 4 of Exhibit "A."

4. State shall reconstruct the Gazely Road as shown colored in orange on sheet no. 4 of Exhibit "A."

5. State shall construct and thereafter maintain the Yokum Road Interchange as shown colored in green on sheet no. 5 of Exhibit "A."

6. State shall reconstruct Yokum Road as shown colored in orange on sheet no. 5 of Exhibit "A."

7. State shall construct and thereafter maintain a frontage road along the westerly side of the throughway as shown colored in brown on sheets nos. 5 and 6 of Exhibit "A."

8. State shall construct and thereafter maintain a road connection to the frontage road as shown colored in red on sheet no. 5 of Exhibit "A."

THINGS TO BE DONE BY COUNTY

1. County consents to State carrying Gazely Road over the

throughway as described in paragraph 1 under THINGS TO BE DONE BY STATE.

2. County shall maintain those reconstructed county roads as described in paragraphs 4 and 6 under THINGS TO BE DONE BY STATE.

Please prepare six copies of the agreement in addition to any required by the Legal Division. Attached is a set of plans for your use in preparing the agreement. Copies of Exhibit "A" will be sent to you as soon as small plans are available.

W. C. Williams
Deputy State Highway Engineer

JDG:mm
Att.

cc: J. W. Cattrall

9-2 4(2) Beaverton (Hwy., Oct.-12th 1955
St.) Sec. of the Beaverton-
4579 Aurora Highway, on Hall St.

RECEIVED
JUL 9 1957
FOR FILING

State: Oregon

Project No.: S-284(2)

MODIFICATION OF PROJECT AGREEMENT

The project agreement heretofore entered into on the 8th day of February, 1956, between the Commissioner of Public Roads and the Oregon State Highway Commission for the construction of Oregon Project S-284(2), is hereby modified to change the approved estimate of cost to $83,199.05 and the Federal funds set aside to the credit of the project to $51,558.00, which does not exceed the authorized Federal pro rata share of the approved estimated cost.

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Dated this 5th day of July, 1957.

OREGON STATE HIGHWAY COMMISSION

By: Chas H Reynolds
Chairman, State Highway Commission

By:
Member, State Highway Commission

By:
Member, State Highway Commission

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By: C H Polk
Division Engineer
U.S. Bureau of Public Roads

Oregon State Highway Department

Federal Aid Secondary
Project No. S-264(2)

BEAVERTON (HWY. JCT.-12th STREET) SECTION OF THE BEAVERTON-AURORA HWY.

IN WASHINGTON COUNTY

(Revised estimate as a basis for a modification of project agreement. Based on constructed quantities at low bid prices, price agreement, etc.)

Salem, Oregon May 13, 1957

Type Code 6201
Roadway (Sta. 3+20 to Sta. 36+00)(Contract No. 4559)

Clearing and Grubbing	All Required		83,150.00
Removal of Curbs	256.3 lin.ft.	$ .20	51.26
Removal of Walks	119.4 sq. yds.	.50	59.70
Removal of Catch Basins	6 only	15.00	90.00
Removal of Manholes	1 only	30.00	30.00
Drainage Excavation, Unclassified	356.18 cu.yds.	2.50	890.45
General Excavation, Unclassified	8,934.5 cu.yds.	.50	4,467.25
Finishing Roadbed and Slopes	0.59 miles	1,000.00	590.00
8-inch Sewer Pipe	648 lin.ft.	1.20	777.60
10-inch Sewer Pipe	1,230 lin.ft.	1.60	1,968.00
Concrete Manholes	7 only	188.00	1,316.00
Concrete Catch Basins	22 only	56.00	1,232.00
Adjustment of Manholes	11 only	24.00	264.00
Concrete Curbs	129.54 cu.yds.	37.00	4,792.98
Coarse Crushed Material in Base	7,568 cu.yds.	2.70	20,433.60
3/4" - 0 Material in Base	806 cu.yds.	3.00	2,418.00
Sprinkling	101.2 M-gals.	2.00	202.40
Preparation of Base	0.59 mile	400.00	236.00
3/4" - 0 Material in Binder Course	100 cu.yds.	3.00	300.00
RC-3 Asphalt in Binder Course	22.60 tons	40.00	904.00
Class "B" Asphaltic Concrete	3,815.81 tons	6.50	24,802.77
RS-1 Asphalt in Tank Cost	4.64 tons	60.00	278.40
RS-2 Asphalt in Pavement Seal	15.02 tons	40.00	600.80
Aggregate in Pavement Seal	81 cu.yds.	4.00	324.00

Price Agreements

PA #2 Concrete Driveways	125.3 sq.yds.	5.00	626.50
PA #5 Cement Adjustment	4.43 bbls.	4.00	17.72 Cr.

Extra Work Orders

EWO #1 Install 6-inch perforated Metal Pipe	All Required		4,108.88
EWO #2 Cut Asphalt Concrete Pavement for Storm Sewers	All Required		290.18
EWO #3 Flagging (57½% of Contractors Cost)	All Required		109.60
EWO #4 Chipping Concrete Below form line on Existing Curbs	All Required		114.61
EWO #5 Excavate Soft Subgrade	All Required		211.58
EWO #6 Excavate Existing Gravel Street to meet Finished Grade	All Required		210.36

DEC 5

EWO #7 Remove Driveway & Sidewalk	All Required	$ 116.32
	Subtotal	$75,950.52
	Engr. & Cont.	7,248.53
	Total	$83,199.05

Length of Roadway. . . . . .0.631 mile.
Cost of Roadway per mile $131,852.69

Federal Funds.	$51,558.00
State Funds	31,641.05
	$83,199.05

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920; Chap. 529, laws, 1939

State Funds for Maint. Chap. 529, laws, 1939

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CPR8-1934
State Oregon
County Washington
Project No. S-284(2)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 8th day of Feb., 19 56, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 30th day of August, 19 55, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.631 miles of grading, drainage, and 2-lane high type pavement
(Character of work)

between F.A. Route 32 in Beaverton and F.A. Route 46 approximately 0.2 mile north of the Washington-Clackamas County line,
(Termini)

consisting of 0.631 miles of roadway and no (Number) bridges [illegible] miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of fifty thousand and 00/100 dollars ($ 50,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is eighty-one thousand, two hundred seventy-six and 80/100 dollars ($ 81,276.80).

PAYMENTS.

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL

Deputy State Highway Engineer

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer, Bureau of Public Roads

—33205

January 31, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing two copies of project agreement, signed by the Highway Commission, for the Beaverton (Hwy. Jct.-12th Street) Section, Project No. S-284(2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JWW:ch

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Beaverton (Hwy. Jct. - 12th Street) Section
Beaverton - Aurora Highway
Washington County

NATURE OF WORK:

Grade and Pave

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4559 Porter W. Yett 11-4-55

DATE OF COMPLETION: 8-31-56

REMARKS:

November 23, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing four copies of estimate as a basis for project agreement for the Beaverton (Hwy. Jct.-12th Street) Section, Project No. S-284(2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

Encl.

JWW:bb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-284(2)

BEAVERTON (HWY. JCT.-12TH STREET) SECTION OF THE

BEAVERTON-AURORA HIGHWAY IN WASHINGTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Nov. 23, 1955

Type Code 6201
Roadway (Sta. 3+20 to Sta. 36+00)(Contract No. 4559)

All Required	Clearing and Grubbing (90%)	$	$	3,150.00
260 lin. ft.	Removal of Curbs	0.20		52.00
10 sq. yds.	Removal of Walks	0.50		5.00
5 only	Removal of Catch Basins	15.00		75.00
1 only	Removal of Manholes	30.00		30.00
370 cu. yds.	Drainage Excavation, Unclassified	2.50		925.00
10,500 cu. yds.	General Excavation, Unclassified	0.50		5,250.00
0.63 mile	Finishing Roadbed and Slopes	1,000.00		630.00
760 lin. ft.	8-inch Sewer Pipe	1.20		912.00
1,360 lin. ft.	10-inch Sewer Pipe	1.60		2,176.00
7 only	Concrete Manholes	188.00		1,316.00
26 only	Concrete Catch Basins	56.00		1,456.00
6 only	Adjustment of Manholes	24.00		144.00
140 cu. yds.	Concrete Curbs	37.00		5,180.00
7,900 cu. yds.	Coarse Crushed Material in Base	2.70		21,330.00
630 cu. yds.	3/4" - 0 Material in Base	3.00		1,890.00
200 M-gal.	Sprinkling	2.00		400.00
0.63 mile	Preparation of Base	400.00		252.00
160 cu. yds.	3/4" - 0 Material in Binder Course	3.00		480.00
32 tons	RC-3 Asphalt in Binder Course	40.00		1,280.00
3,890 tons	Class "B" Asphaltic Concrete	6.50		25,285.00
9 tons	RS-1 Asphalt in Tack Coat	60.00		540.00
15 tons	RS-2 Asphalt in Pavement Seal	40.00		600.00
70 cu. yds.	Aggregate in Pavement Seal	4.00		280.00
			$	73,638.00
All Required	Flagging (57½ of Contractor's Cost)			250.00
		Subtotal	$	73,888.00
		10% Engr. & Cont.		7,388.80
		Total	$	81,276.80

Length of Roadway 0.631 Mile
Cost of Roadway Per Mi. $128,806.33

Federal Funds	$ 50,000.00
State Funds	31,276.80
	$ 81,276.80

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds For Maint.: Chap. 529, Laws 1939.

RECEIVED
MAY 20 1957
FOR FILING

8-284(2)
Contract #4559
Porter W. Yett, Contractor

4559

W. C. WILLIAMS

May 6th, 1957

FINAL COST ANALYSIS
Beaverton (Hwy. Jct.-12 Street)
Project S-284(2)
Grading and Paving

Prefix 134-1093
Roy W. Pyle, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All		$3,500.00	$	$ 1,119.37	$ 3,500.00
Removal of Curbs	630	Lin. Ft.	0.20	0.10	63.00	126.00
" " Walks	364	Sq. Yd.	0.50	0.35	127.40	182.00
" " Catch Basins	7	Each	15.00	10.00	70.00	105.00
" " Manholes	1	"	30.00	25.00	25.00	30.00
Drainage Excavation	372.93	Cu. Yd.	2.50	2.30	857.74	932.33
General "	9,800.3	" "	0.50	0.46	4,523.93	4,900.15
Finishing R/B & Slopes	.65	Mile	1,000.00	801.72	521.12	650.00
8" Sewer Pipe	648	Lin. Ft.	1.20	1.20	777.60	777.60
10" " "	1,230	" "	1.60	1.50	1,845.00	1,968.00
Concrete Manholes	9	Each	188.00	200.00	1,800.00	1,692.00
" Catch Basins	25	"	56.00	55.00	1,375.00	1,400.00
Adjustment of Manholes	11	"	24.00	50.00	550.00	264.00
Concrete Curbs	151.42	Cu. Yd.	37.00	37.50	5,678.25	5,602.54
" Walks	1,615.8	Sq. Yd.	3.10	3.00	4,847.40	5,008.98
Expansion Joints in Walks	749.5	Lin. Ft.	0.10	0.12	89.94	74.95
Concrete in Islands	12.64	Cu. Yd.	38.70	40.00	505.60	489.17
Coarse Crushed Material in Base	8,379	" "	2.70	2.52	21,119.91	22,623.30
3/4"-0 Material in Base	948	" "	3.00	2.55	2,416.52	2,844.00
Sprinkling	111.1	M/Gal.	2.00	1.51	167.29	222.20
Preparation of Base	.65	Mile	400.00	343.20	223.08	260.00
3/4"-0 Material in Binder Course	100	Cu. Yd.	3.00	3.00	300.00	300.00
RC-3 Asphalt in Binder Course	22.6	Ton	40.00	40.00	904.00	904.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Class "B" Asphaltic Concrete	4,263.73	Ton	$ 6.50	$ 6.04	$25,775.37	$27,714.25
RS-1 Asphalt in Tack Coat	5.18	"	60.00	60.00	310.80	310.80
RS-2 Asphalt in Pavement Seal	15.02	"	40.00	40.00	600.80	600.80
Aggregate in Pavement Seal	81	Cu. Yd.	4.00	4.00	324.00	324.00
PA #1, 8" Concrete Culvert Pipe	297	Lin. Ft.	2.30	2.30	683.10	683.10
PA #2, Class "A" Concrete in Driveways	256.5	Sq. Yd.	5.00	4.50	1,154.25	1,282.50
PA #3, Standby Time	All		88.84		88.84	88.84
PA #4, Repair Water Main	All		55.55		55.55	55.55
PA #5, Cement Adjustment, Favor of State	7.72	Bbl.	4.00			- 30.88
Force Account					4,768.29	5,185.42
					$83,668.15	$91,070.60

Gross Revenue	$91,070.60
Total Cost	83,668.15
Net Profit	$ 7,402.45

Net Profit Equals 8.1% of Gross Revenue

Beaverton (Hwy. Jct.-12th St.)
Contract #4559

Detail of Cost

Labor:			
Labor		$ 9,942.78	
Labor Insurance		951.53	
Health & Welfare		259.63	
			$11,153.94
Materials:			
Base Rock	8,379 Cu. Yd. at $1.00	$ 8,379.00	
3/4"-0 Rock	1,048 " " " 1.10	1,152.80	
Class "B" Mix	4,263.73 Tons " 4.00	17,054.92	
			26,586.72
Equipment Rental & Misc. Supplies:			
Equipment Rental, Owned		$ 6,452.42	
" " , Hired		4,326.48	
Gas, Oil & Grease		2,621.29	
Bond		480.71	
P.L. & P.D. Insurance		124.28	
Small Tools & Misc. Supplies		133.85	
Home Office & Overhead		2,522.00	
Amount Paid United Builders, Inc.		22,919.86	
" " C. Henry Mayfield		4,056.20	
" " Oregon Asphalt Co.		2,290.40	
			45,927.49
Total Cost			$83,668.15

Beaverton (Hwy. Jct.-12th St.)
Contract #4559

Remarks:

This was a "Federal Aid Secondary Project" calling for the grading and paving of .69 mile of highway roadbed on the Beaverton (Hwy. Jct.-12th Street) Section of the Beaverton-Aurora Secondary Highway in Washington County.

The contract was bid September 23rd, 1955 and awarded November 4th, 1955. Work started December 8th, 1955 and the project was completed October 3rd, 1956.

The subcontractor started removing the old curbs on December 8th, 1955 and started placing the forms for the new curbs the next day. The next two weeks curbs and sidewalks were laid and then operations ceased on these items until the next year.

The contractor moved in a clearing crew of 5 men on February 6th, 1956 and completed this item in approximately one week.

The concrete and pipe work was resumed on June 6th, 1956 and these items were completed on August 18th, 1956. The subcontractor bid some of these items below the contractor's bid price and some above the bid price.

The rock was produced at the Scholls quarry, which is a commercial setup, and hauled with his own trucks and hired trucks. A fair profit was realized on the rock.

The Class "B" asphaltic concrete was produced at their commercial plant at Beaverton and hauled and placed with owned and hired equipment. A profit was realized on the Class "B" asphaltic concrete.

The oiling work was done by the Oregon Asphalt Co. at bid prices.

The contractor had good bid prices, good equipment and supervision, realizing a fair profit.

M. N. Juve
Chief Cost Analyst

By . . George Kayser

RECEIVED
FEB 26 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
February 21, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)		
4559	7-Final	Porter W. Yett		
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)		(DATE)
3603	H-173940	$ 2,991.57		2/21/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1956

Time Extensions: to Oct. 3, 1956

Completion Date: Oct. 3, 1956

Date Accepted: Nov. 8, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-25-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: FEB 25 1957

Ruth Rawlings

NOTED ON CARD

RECEIVED
FEB 1 1957
FOR FILING
§ 254(2)
4557

February 1, 1957

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Dear Sir:

State Highway Contract No. 4559 for work performed on the Beaverton (Highway Junction-12th Street) Section of the Beaverton-Aurora Highway in Washington County was completed by the contractor, Porter W. Yett, on October 3, 1956 and was formally accepted by the Highway Commission on November 8, 1956.

Final payment in the amount of $2,991.57 will be released to the contractor on or after February 11, 1957. The total contract amount is $91,070.60, of which amount $5,185.42 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
FEB 1 1957
FOR FILING
S-284(21)
4537

February 1, 1957

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Dear Sir:

State Highway Contract No. 4559 for work performed on the Beaverton (Highway Junction-12th Street) Section of the Beaverton-Aurora Highway in Washington County was completed by the contractor, Porter W. Yett, on October 3, 1956 and was formally accepted by the Highway Commission on November 8, 1956.

Final payment in the amount of $2,991.57 will be released to the contractor on or after February 11, 1957. The total contract amount is $91,070.60, of which amount $5,185.42 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

ROY TUCHBREITER

RECEIVED
DEC 6 1956
FOR FILING

JOHN A. HENRY
VICE PRESIDENT AND SECRETARY

file

S-384(a)

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

4559

TATE, WESTENFELDER & BERG, CO.
410 WILCOX BUILDING
PORTLAND 4, OREGON

December 5, 1956

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Dear Sir:

The Continental Casualty, Surety, consents to the semi-final and/or final payments to Porter W. Yett under Contract No. 4559 Beaverton (Hwy.-Jct.-12th St.) Section of Beaverton-Aurora Highway in Washington County.

CONTINENTAL CASUALTY COMPANY

By H. F. Westenfelder
Attorney-in-Fact

RECEIVED
DEC 6 1956
OREGON
STATE HIGHWAY COMMISSION

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NOV 29 1956
FOR FILING

S-264(2)
4551

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN, COOS BAY
CHAS. H. REYNOLDS, MEMBER, LA GRANDE
M. K. McIVER, MEMBER, PORTLAND
N. B. GLAISYER, SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK, STATE HIGHWAY ENGINEER
W. C. WILLIAMS, 1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER, 2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD, CHIEF COUNSEL

November 28, 1956

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

The State Highway Commission at its meeting held on November 8 had under discussion your request for an extension of time from August 31, 1956 to October 3, 1956 within which to complete your contract No. 4559, covering the Beaverton (Highway Jct.-12th St.) Section of the Beaverton-Aurora Highway in Washington County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

Roy W. Pyle,
Resident Engineer

Tom Edwards,
Construction Engineer

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OCT 24 1956
FOR FILING

S-284(2)

4-779

October 23, 1956

Continental Casualty Company
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

It is the intention of the State Highway Commission to release to Porter W. Yett a portion of the funds heretofore retained by the Commission on contract No. 4559, for grading and paving on the Beaverton (Hwy. Jct.-12th St.) Section of Beaverton-Aurora Highway in Washington County.

This payment in the amount of $35,765.23 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,724.09. The present payment will be released on or after November 2, 1956.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
OCT 22 1956
FOR FILING

S-284 (2)
FORM E-30X—30M—11-55—30825
4559

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 18, 1956

SUBJECT: Beaverton (Hwy. Jct.-12th St.)
Beaverton-Aurora Highway
Contract No. 4559

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

Reference is made to your letter of October 15, in which you transmitted two claims from Porter Yett, contractor on the subject named job, based on the following causes:

1. Claim in the amount of $88.84 occasioned by delay caused by a property owner (Mrs. W. P. Baker) refusing entry to the property, although the property had been arranged for by the City.

2. Claim in the amount of $55.55 occasioned by drainage work and delay caused by encountering a broken water line above grade.

These claims have been discussed with Mr. Edwards, and he feels that they should be paid for in the amounts as set forth by the contractor.

Will you please make up a Price Agreement covering these two claims with an explanation of the same kind on the back of the Price Agreement.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

cc Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
OCT 1956
OFFICE OF
STATE ENGINEER

RECEIVED
OCT 11 1956
FOR FILING

S-284(a)

4557

October 11, 1956

Oregon State Highway Commission

Request for extension of time
No. 11
November 8 and 9 meeting

Gentlemen:

Herewith is a request from Porter H. Tait for an extension of time on the Beaverton (Highway Junction-12th Street) Section, Contract No. 4529, from August 31, 1956.

This was a project in the city of Beaverton and the contractor was required to coordinate his work with the City and public utility companies in order that water mains and power lines might be moved during the contractural period. The City had difficulty in lowering their mains and the utility companies were slow in moving their lines. The contractor actually completed the project on October 3, 1956, and I recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

Attach.

cc Mr. Tom Edwards

EAP:of fn

RECEIVED
OCT 11 1956
FOR FILING
S-284 (2)
4559

October 9, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 3, 1956, on Contract No. 4559, Reservation (Hwy. Jct.-12th St.) Section, in Washington County, in connection with Federal Aid Project No. S-284(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMP:ls

cc: John Cottrell

Form B-1—1956—1-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

S-284(2)
4559

For Week Ending October 6, 19 56

Section Beaverton (Hwy. Jct.-12th St.)
Highway Beaverton-Aurora
Contractor Porter W. Yett
Date of contract Nov.4, 19 55
Date work started Dec. 8, 19
Project authorization . . . . . $ 113,448.38
Exclusive of Engineering . . . . . $ 105,380.94
Engineering authorization . . . . . $ 8,067.44
Engineering cost to date $ 7,328.45, 90.8 %

Kind of work Grading and Paving
Section prefix 134-1093
Contract number 4559
Date of completion Aug. 31, 1956
Estimated date of completion Oct. 3, 1956
Per cent of time elapsed 100 %
Date project was completed Oct. 3, 1956

Estimated cost of completed project, exclusive of engineering . . . . . $ 101,434.69
Estimated per cent overrun or underrun . . . . . 3.5 %
Per cent of contract completed, based on total contract price . . . . . 100 %

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed finishing driveways and backfilling behind curbs. Project was completed Wednesday, Oct. 3.

A. G. Skelton and A. E. Johnson went over project with Porter W. Yett, contractor, and A. H. Rossi, Mayor of Beaverton, on Thursday, Oct. 4.

No more Weekly Reports will be submitted on this project.

Noted
M. N. Juve

NOTED
W. T. WRIGHT

NOTED
FORREST COOPER

NOTED
L. H. Young

RECEIVED
OCT 1956
OFFICE OF
CONSTRUCTION ENGINEER

Signed Roy W. Pyle
Roy W. Pyle
Address 2131 SW Scholls Ferry Road, Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 90673

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.69	0.69		0.69	0.69
Miles partially completed					
Miles completed	0.69	0.69		0.69	0.69
Total estimated quantities (contract)	11,300 CY	9,650 CY		60 T	4,300 T
Total quantities corrected to date	9,789 CY	9,411 CY		37.56 T	4,263 T
Estimated quantities moved or placed to date	"	"		"	"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	4				
Men	3				
Supervision	1				
Men and trucks under 3 tons					
Men and trucks over 3 tons	1				
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

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JUN 26 1956
FOR FILING

S-284(2)

4-5-1

6576

June 25, 1956

Mr. Florian Mills
9 S. E. Second Street
Beaverton, Oregon

Dear Sir:

In answer to your letter of June 19, I wish to advise that I am having the various complaints set forth in your letter investigated by our Portland division office. It is not our intent that people shall be disaccommodated any more than is necessary. Of course, I am sure you realize that in a project of this nature in a city some inconvenience to residents and motorists will arise. We intend to hold this to a bare minimum. Should our field investigation confirm the basis of your complaints, you may be sure that corrective action will be taken immediately.

I thank you for your interest in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc Mr. Forrest Cooper
Mr. A. G. Skelton

RECEIVED
JUN 25 1956
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1956

SUBJECT: Beaverton-Aurora Highway
Contract No. 4559

To:
Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4699-Sellwood Station
Portland 2, Oregon

NOTED
W. C. WILLIAMS

Confirming our telephone conversation of this date regarding the complaint of Mr. Florian Mills, Beaverton, Oregon, copy of which is forwarded herewith, will you please investigate the various causes of complaint set forth in his letter and if found to have foundation, take corrective action.

His complaint seems to essentially reduce to these points:

1. Crosswalks on intersecting streets have been dug up.

2. People have to walk in the streets instead of the crosswalks.

3. Driveways have been blocked off.

4. Gravel and dirt are scattered on parking strips.

It is also noted that Mr. Mills doubts the adequacy of the sewer on Second Street to handle the additional water that we are putting into it. Will you please check and advise.

I believe that compliance should be required of the contractor as per Section 1.7.8 of our General Specifications. Will you please see that this is done.

Forrest Cooper
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:ep
Encl.
cc - W. C. Williams

RECEIVED
JUN 25 1956
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1956

SUBJECT: Beaverton-Aurora Highway
Contract No. 4559

To:
Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4699-Sellwood Station
Portland 2, Oregon

NOTED
W. C. WILLIAMS

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It is also noted that Mr. Mills doubts the adequacy of the sewer on Second Street to handle the additional water that we are putting into it. Will you please check and advise.

I believe that compliance should be required of the contractor as per Section 1.7.8 of our General Specifications. Will you please see that this is done.

Forrest Cooper
Construction Engineer

By L. W. Young
L. H. Young
Ass't Construction Engineer

LHY:ep
Encl.
cc - W. C. Williams

ASSIGNMENT

Date: June 21, 1956 No. 6576 By Jewel

Description: Letter of June 19 by Florian Mills, of Beaverton, regarding work being performed on Hall Street (Highway 217) in Beaverton. He complains of torn-up conditions, closed streets, and the fact that property owners have been barred from their garages for weeks, et cetera.

Acknowledged by____ Referred to Cooper ✓

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
XXReturn with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks:

PLEASE RETURN TO W. C. WILLIAMS

Executed 6-26-56 Report Received_____

9 S. E. 2nd Street
Beaverton, Oregon
June 19, 1956

PLEASE RETURN TO W. C. WILLIAMS

ment

er, Washington County Area

he work being performed on Hall
n the City of Beaverton, Oregon,
Yett Co., as prime contractor.

ngton Road to 7th Street, a
s been torn up and closed to traffic
rty owners are barred from access
s on street intersecting Hall
lug up and dirt and mud pushed out
r as 20 feet beyond the excavated
area.

Only one cross-street, Second Street, between Farmington Road and 7th Street has been left partly undisturbed. Both crosswalks on Second Street have been dug up and pedestrians find it necessary to walk in the vehicular traffic lanes. At several cross-streets, crosswalks have been further obstructed by sand and culvert pipe being stored from the boundary of Hall Street as far as 25 feet onto the intersecting streets, which are outside the limits of the contract.

Rock, dirt and mud have been pushed up and/or spilled on sidewalks and not cleaned off, and gravel and dirt pushed over curbs onto parking strips which are in lawn, making it impossible to mow the grass. At the present rate of progress it appears as though we property owners will be barred from access to our garages for the summer.

It is noted that the storm drainage system between 5th Street and Second Street is being connected to the Second Street drainage system.

9 S. E. 2nd Street
Beaverton, Oregon
June 19, 1956

PLEASE RETURN TO
W. C. WILLIAMS

Oregon State Highway Department
Salem, Oregon

Attention: District Engineer, Washington County Area

Dear Sir:

Reference is made to the work being performed on Hall Street, (Highway 217), within the City of Beaverton, Oregon, under contract by Porter W. Yett Co., as prime contractor.

This street from Farmington Road to 7th Street, a distance of eight blocks, has been torn up and closed to traffic for over three weeks. Property owners are barred from access to their garages. Crosswalks on streets intersecting Hall Street have generally been dug up and dirt and mud pushed out onto the cross-streets as far as 20 feet beyond the excavated area.

Only one cross-street, Second Street, between Farmington Road and 7th Street has been left partly undisturbed. Both crosswalks on Second Street have been dug up and pedestrians find it necessary to walk in the vehicular traffic lanes. At several cross-streets, crosswalks have been further obstructed by sand and culvert pipe being stored from the boundary of Hall Street as far as 25 feet onto the intersecting streets, which are outside the limits of the contract.

Rock, dirt and mud have been pushed up and/or spilled on sidewalks and not cleaned off, and gravel and dirt pushed over curbs onto parking strips which are in lawn, making it impossible to mow the grass. At the present rate of progress it appears as though we property owners will be barred from access to our garages for the summer.

It is noted that the storm drainage system between 5th Street and Second Street is being connected to the Second Street drainage system.

Having lived at Second and Hall Streets for a number of years, I have observed that the drainage system on Second Street has always been inadequate to handle the run-off during heavy rains; even the new system installed a couple of years ago has not been adequate.

In over 25 years of highway work, I have seen or have had knowledge of only a very few instances where property owners and the public were given as little consideration as they are in this instance. It would seem that under your specifications corrective action on the above would be mandatory.

Very truly yours,

Florian Mills

FM:dcm

cc:. City of Beaverton, Oregon

RECEIVED
JUN 21 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 11 1956
FOR FILING

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1956

SUBJECT: Beaverton Section
Beaverton-Aurora
Contract No. 4559

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

Reference is made to Laboratory Reports Nos. 389920 and 390171, dated May 31, 1956 showing an excess of 12.8 and 6.9 percent retained on the #10 sieve for the ¼"-0 material being produced at the time of sampling.

Acceptance of this material is contingent upon providing "suitable fine sand...for blending". The tests have shown that the material is coarse, but one test taken on the 21st showed satisfactory material being produced. This may indicate that pit operations in the future may produce satisfactory ¼"-0 crushed rock.

Will you please instruct the resident engineer to have the contractor modify his plant operations so that acceptable material can be produced. This should be added to the existing stockpile in such a manner that the material in the stockpile meets the required gradation.

Will you also, please instruct the resident engineer to obtain samples of the "suitable fine sand" and submit them to the laboratory for tests as soon as possible. Please have the resident engineer so mark samples of improved ¼"-0 crushed rock submitted for test that it is clear they represent corrected materials.

Forrest Cooper
Construction Engineer

By L. H. Young

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
JUN 7 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 17 1956
FOR FILING

FORM E-20X—37,500—2-55—62067
S-2Y1.(2)
4559

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16, 1956

NOTED
W. C. WILLIAMS

SUBJECT: Beaverton Section
Beaverton-Aurora
Contract No. 4559

To:
Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

Reference is made to Laboratory Report No. 388937, dated May 11, 1956 showing 13.2 percent deficiency in material retained on the ½-inch screen for the 3/4"-1/4" A/C aggregate being produced.

This operation has produced suitable material in the past. During this phase of the contract constant supervision of the plant operation appears necessary. The laboratory does not have the personnel available, therefore, it is suggested that a man from the Construction Division be temporarily assigned to make site screening tests for this contract.

Will you please instruct the resident engineer to make site screening tests so as to control the quality of the A/C material.

Also, will you please have the resident engineer so mark samples of aggregate submitted to the laboratory for tests that it is clear they represent improved materials.

Forrest Cooper
Construction Engineer

By L. H. Young

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
MAY 16 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 17 1956
FOR FILING
FORM E-80X—97,500—2-55—62567

3 - 1F1
4559

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 16, 1956

SUBJECT: Beaverton Section
Beaverton-Aurora
Contract No. 4559

To:
Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Report No. 382092, dated January 11, 1956 showing that the 2½"-0 crushed rock produced on January 10, 1956 was deficient by 4% of material retained on the ¼-inch screen.

This is not a major deficiency, but, if continued, may cause trouble in obtaining a well compacted base course. Will you please instruct the resident engineer to tighten his inspection of this crushing operation.

Also, please have him mark samples submitted after changes made in the plant or quarry operations for better gradation to show that they represent corrected material.

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
DEC 21 1955
FOR FILING

FORM E-20X—50,000—10-54—79464

E 274 (2)
4559

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1955

SUBJECT: Beaverton
Beaverton-Aurora
Contract No. 4559

To:
Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Report No. 381287, dated December 16, 1955, in which the 2½"-0 crushed rock being stockpiled shows a deficiency of 4 to 5% passing both 1¼-inch and ¼-inch screens.

Will you please instruct the resident engineer that 2½"-0 crushed rock must have 37½ to 45% passing the ¼-inch screen and 20 to 40% passing the 1¼-inch screen.

The Porter W. Ystt operation appears to be consistently deficient on these sizes for the three jobs being stockpiled.

Please have the resident engineers involved tighten their inspection on this phase of their contracts.

Also, please have the resident engineer of this contract so mark samples of the 2½"-0 crushed rock taken after corrective action that it is clear that they represent improved material.

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
DEC 20 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 15 1955
FOR FILING

S-284 (2)
4559

December 13, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on December 8, 1955 on Contract No. 4559, Beaverton (Hwy. Jct.-12th St.) Section, in Washington County, in connection with Federal Aid Project No. S-284(2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DMPile

RECEIVED
NOV 29 1955
FOR FILING

S-284 (-)
4559

November 28, 1955

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4559, which was awarded to you by the State Highway Commission on November 4, for grading and paving on the Beaverton (Highway Jct.-12th St.) Section of the Beaverton-Aurora Highway in Washington County.

A copy of this contract is also being sent to the Surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
DEC 12 1955
FOR FILING

S-284(2)
4551

November 4, 1955

Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland, Oregon

Dear Sir:

The State Highway Commission on September 23, 1955 accepted your proposal for grading and paving Beaverton (Hwy. Jct.-12th St.) Section of the Beaverton-Aurora Highway in Washington County for the sum of $88,043 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4559.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Pacific Builders & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

NOTED
J. Mc C.

Attention: Dorothy McCormack

R. G. Savage, SIAC
Forrest Cooper
S. H. Probert

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 4, 1955
2:05 p.m.

Mr. Porter W. Yeck
6500 N. E. Ainsworth Street
Portland, Oregon

Contract for grading and paving Beaverton (Hwy. Jct.-12th St.) Section of Beaverton-Aurora Highway, Washington County for which you submitted low bid on September 23, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

rm
Enc.

RECEIVED
OCT 6 1955
FOR FILING

S
4554

October 5, 1955

Alice B. Martin, City Recorder
City Hall
Beaverton, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Beaverton covering the Beaverton (Hwy. Jct.-12th St.) Section of the Beaverton-Aurora Highway.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc.

RECEIVED
OCT 12 1955
FOR FILING

S-2 vol 21
452

Salem, Oregon
October 5, 1955

5977

MISC. CONTRACTS and
AGREEMENTS No. 1629

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Dear Mr. Cattrall:

Attached is a conformed copy of an agreement with the City of Beaverton covering the Beaverton (Hwy. Jct.-12th St.) Section of the Beaverton-Aurora Highway.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Beaverton, Oregon.

Very truly yours

Secretary

rn
Attach: 1

FORM E20—50M—10-54—79488

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 16, 1955

SUBJECT:

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

To: W. C. Williams
O F F I C E

Attached are three copies of an agreement covering the Beaverton (Hwy. Jct.-12th St.) Section of the Beaverton-Aurora Highway. Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission. Both Copies require your signature of approval.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

RECEIVED
SEP 1955

AUTHORIZED BY HIGHWAY COMMISSION
DATE 5-25-55 Minute Page 28
Floyd Dugan
Asst Secretary

RECEIVED
SEP 19 1955
FOR FILING

FORM BDO—BOM—10 54—78489
S 2M 4
4047

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 16, 1955

SUBJECT:

NOTE
W. C. WILLIAMS

To: C. H. Maison
Auditor
Office

L

Attached is City of Beaverton check in the amount of $35,000. This amount represents the City's share in the total estimated cost for constructing the Beaverton (Hwy. Jct- 12th St.) Section of the Beaverton-Aurora Highway.

John W. Cattrail
Engineer, County and City Relations
By

John D. Graham

John D. Graham
Office Engineer

cc: W. C. Williams

RECEIVED
SEP 13 1955
FOR FILING

S-284(2)
4557
08-35

original sent to St. Project

September 6, 1955

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have received the following advice from our Washington office relative to approval of Item 347 of the 33rd supplemental Federal-aid Secondary Highway Program:

"In accordance with the recommendation contained in your memorandum of August 24, 1955, the addition to the above program of Item 347, Project S-284(2), as described in the thirty-third supplemental submitted with your memorandum of July 13, 1955, with the description of termini and length revised as shown in your current memorandum, is approved effective August 30, 1955.

This item provides for 0.63 of a mile of roadway improvements at a total estimated cost of $95,000, with $57,000 of FA secondary funds requested.

The project was held in abeyance by our memorandum of July 19, 1955, because a portion was in the Portland urban area. You now advise that the State will construct the 0.07 of a mile in the urban area with State funds and it has been eliminated from Item 347.

It is expected that the project will be administered in full compliance with the State's 1954 Secondary Road Plan which was approved effective November 1, 1954."

The revised description of project termini and revised length will be as follows: Beaverton-Hillsdale Highway Jct. to Watson St., Beaverton (Hall St.). Length 0.63 miles.

Very truly yours,

C. G. POLK
District Engineer

By

A. F. BESTER
Supervising Highway Design Engineer

RECEIVED
SEP 7 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 6 1955
FOR FILING

S-2141(2)
1557

Salem, Oregon
September 2, 1955

Hall Street route in Beaverton

Mr. J. W. DeSouza

The State is making a change in the route of the Beaverton-Aurora Secondary Highway. In the city of Beaverton this new route will use Hall Street. Hall Street enters the Tualatin Valley Highway at approximately the crossing of that highway by the S.P. & S. railroad tracks.

The crossing of the Tualatin Valley Highway is now properly signalized with standard flashing signals. The Hall Street entrance, however, requires a rearrangement and addition to this signal system.

Attached are six prints from our drawing entitled "Beaverton (Hwy. Jct. - 12th St.) Sec.," Sheet No. 3, which shows the arrangement of the signals as they now exist and the proposed rearrangement. The signal now in place on the north side of the Tualatin Valley Highway will remain in its present location without change. The signal on the south side of the Tualatin Valley Highway and westerly from Hall Street is to be moved from its present location to the location as shown and the mounting changed to provide a mast arm extending over the outside traffic lane.

The signal now in place on the east side of Hall Street is to be moved southeasterly to a location back of the highway curb and reinstalled at that point. A new and additional signal is to be installed at the island between the two legs of the Hall Street entrance.

It is proposed that the work of furnishing, moving and reinstalling these signals, as detailed above, be done by the forces of the S.P. & S. Railway Company at the expense of the State, the Railway Company to pay the bill in the first instance and be reimbursed by the State.

It would be appreciated if you would make the necessary application to the Public Utilities Commissioner.

GSP:gr
Attachs.
cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. F. B. Grandall

G. S. Paxson

NOTED
G. S. PAXSON

BEAVERTON - AURORA HWY.
WASHINGTON COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-284(2)		3
				See Index

BEAVERTON

SOUTHERN PAC. R.R.

ROAD

Inst. 10" Sewer Pipe to M.H. at Tucker St.

STREET

30' 30'

Exist. 8" San. Sewer

Exist. 4' Walk

Exist. Curb

Const. Type "C" Curb Ref.

Inst. 10" Sewer Pipe

Exist. 4' Walk

12" Water Main

S. 8° 06' 40" W.

Exist. Curb

Exist. 4' Walk

2 C. Basins
8" Sewer Pipes
RMINGTON

175 Const. M.H.

2 C. Basins
8" Sewer Pipes

103 Const. 2 C. Basins
Inst. 2-8" Sewer Pipes

122 Adj. M.H.

125 Const. M.H.

145 Const. 2 C. Basins
Inst. 2-8" Sewer Pipes

RST

CITY OF

BROADWAY

℄ Portland

℄ Tualatin Valley Hwy.

40'

10' 12' 8' 10'

Exfg. Curb

R/W Line

Exfg. R.R. Signal (to be rem'd)

R.R. R/W

R.R. R/W

Move C.B.

Const. C.B.

Inst. 8" Sewer P.

Const. 15' Dwy.

Exfg. 8" Water Main

58'

28.82'

28' Rt.

Exfg. Curb

Exfg. 4" Conc.

Exfg. Curb

8" Sanitary S.

Exfg.

Remove Exfg Walk & Curb

Const. 5' P.C. Conc. Walk

Exfg. Curb

S. 15° 21' 20" E.

8" Sanitary Sewer

Const. Type 'C' Curb

8" Water Main

1" Gas

R/W

Remove Exfg. Walk & Curb

Const. 5' P.C. Conc. Walk

Const. P.C. Conc. Island, Type 'C'

No Change

Const. C.B.

Inst. 8" Sewer P.

Const. M.H.

Remove C.B.

Remove Exfg. Curb

NEW BANK BLDG. CONSTR.

GAGE WILLAMETTE DRIVE

Const. 18' Dwy.

Const. 94' Dwy.

Exfg. Curb

8" Water Main

Railroad Signals

Railroad Signals

Mast Arm Mounted

Existing Railroad Signal

Proposed Railroad Signal

Proposed Mast Arm Mounted Railroad Signal

INNING OF CONTRACT PROJECT

Sta. 0+09

Const. M.H. Rt.

+25 Remove C.B. Rt.

+28 { Const. C.B. Rt.
Inst. 8" Sewer Pipe - 24'
Dr. Exc. 3 Cu. Yd.

+73 { Const. C.B. Lt.
Inst. 8" Sewer Pipe - 90'
Dr. Exc. 6 Cu. Yd.

+92 Const. 18' Dwy. Rt.

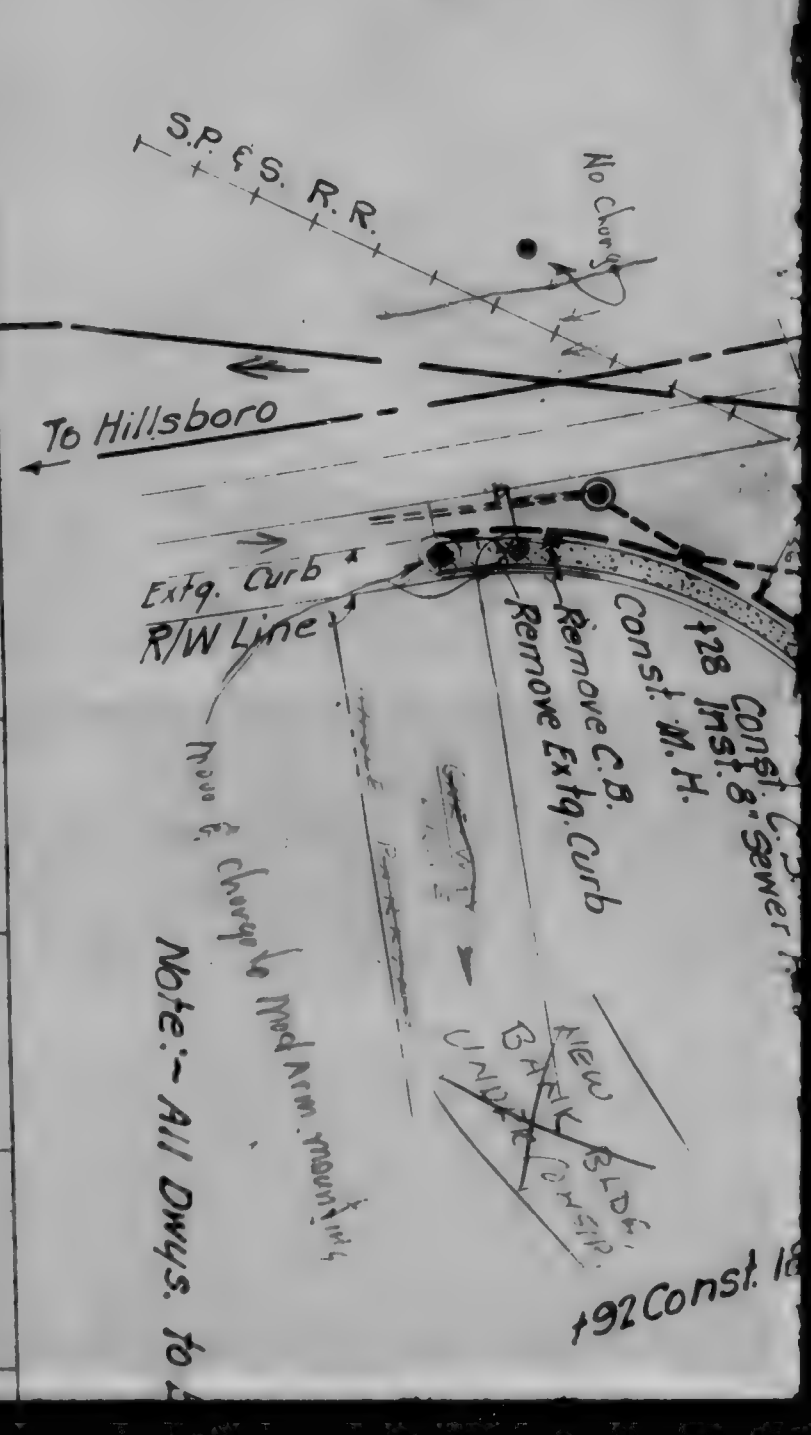
+147 Const. 15' Dwy. Lt.

Install [illegible]

Existing [illegible]

[illegible]

[illegible]



Dr. Exc. 3 Cu. Yd.

173 Const. C.B. Lt.
Inst. 8" Sewer Pipe 90'
Dr. Exc. 6 Cu. Yd.

192 Const. 18' Dwy. Rt.

147 Const. 15' Dwy. Lt.

165 Const. 94' Dwy. Rt.

WING OF FA PROJECT S-284(7)
Sta. 3+20

Sewer P. Lt. to
St. M.H. 279
80 Cu. Yd.

Inst 10

Dr.

Const. 2-C.B., 1 Lt. & 1 Rt.
160 Inst. 28" Sewer Pipes 24 Eo.
Dr. Exc. 4 Cu. Yd.
175 Const. M.H.
Const. 2-C.B., 1 Lt. & 1 Rt.
186 Inst. 2-8" Sewer Pipes 24' Eo.
Dr. Exc. 4 Cu. Yd.

Extg. Curb
R/W Line

Const. C.B.
128 Inst. 8" Sewer P.
Const. M.H.
Remove C.B.
Remove Extg. Curb

New Bldg. Line

Note:- All Dwys. to be Type "B".

192 Const. 18' Dw

165 Const.

160 Const. 2 C. Basins
Inst 2-8" Sewer Pipes
FARMINGTON

186 Const. 2 C. Basins
Inst. 2-8" Sewer Pipes

175 Cons

Const 2-C.B. 1 Lt. & 1 Rt.
+60 Inst. 28" Sewer Pipes 24' Eo.
Dr. Exc. 4 Cu. yd.
+75 Const. M.H.
Const. 2-C.B., 1 Lt. & 1 Rt.
186 Inst. 2-8" Sewer Pipes 24' Eo.
Dr. Exc. 4 Cu. Yd

+60 Const. 2 C. Basins
Inst 2-8" Sewer Pipes
FARMINGTON

+75 Cons

186 Const. 2 C. Basins
Inst. 2-8" Sewer Pipes

Sewer P. Lt. to
St. M.H. -279'
80 Cu. yd.

Inst. 10" Sewer Pipe-249'
Dr. Exc. 75 Cu. Yd.

Const. 2-C.B., 1 Lt. & 1 Rt.
108 Inst. 2-8" Sewer Pipes, 1-30' & 1-33'
Dr. Exc. 4 Cu. yd.
+22 Adjust M.H. Rt.
+25 Const. M.H.
Const. 2 C.B., 1 Lt. & 1 Rt.
145 Inst. 2-8" Sewer Pipes, 1-30' & 1-33'
Dr. Exc. 4 Cu. Yd.

+03 Const. 2 C. Bos
Inst. 2-8" Sewer
FIRST
122 Ad
+25 Const. M. H
145 Const. 2-C. Basi
Inst. 2-8" Sewer

+2.86

Exc. 188

+65

50' V.C.

190.62

+0.071

+50

190.66

1865 M.H.

+75

El. 187.0

+0.22

+75 Inst. 10" Sewer P.L.I.to Tucker St. M.H.-279
Dr. Exc. 80 Cu. yd.

190.87

Const. 2-C.B.
+60 Inst. 28" Sew
Dr. Exc. 4 Cu.
+75 Const. M.H.
186 Const. 2-C.B.
Inst. 2-8" S
Dr. Exc. 4 Cu.

Inst. 10" Sewer Pipe-249'
Dr. Exc. 75 Cu. Yd.

Exc. 636

+0.357

C.I. Sewer Grade

+0.465

191.80

Const. 2-C.B.
+08 Inst. 2-8" Sew
Dr. Exc. 4 Cu.
+22 Adjust M.H.
+25 Const. M.H.
+45 Const. 2 C.B.
Inst. 2-8" Se
Dr. Exc. 4 Cu.

+25

MH

El. 187.3

+0.16

191.88

Exc. 736

+0.327

Dark Shale

185

190

195

185

190

195

BEGINNING OF CONTRACT PROJ...
Sta. 0+09

183.40

Const. M.H. Rt.

125 Remove C.B. R...

128 Const. C.B. Rt.
Inst. 8" Sewer...
Dr. Exc. 3 Cu. Y...

173 Const. C.B. Lt.
Inst. 8" Sewer...
Dr. Exc. 6 Cu...

0

Exc. 118

Curb Removal 400 Lin. Ft.
Conc. Walk Removal - 191 Sq. Yd.
Const. Conc. Walks - 336 Sq. Yd.

192 Const. 18" Dr...

147 Const. 15" Dr...

165 Const. 94" Dr...

2

10.854

Finish Grade of C...

3

BEGINNING OF FA PROJECT S-28...
Sta. 3+20

4

80' V.C.

188.74

12.86

190.60

Exc. 188

165

50' V.C.

10.071

5

150

190.66

Const. 2-C.B...
160 Inst. 24" Sew...

RECEIVED
AUG 31 1955
FOR FILING

S-284 (1)
4559

August 30, 1955

Mr. C. G. Pelt
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to assure you that prior to completion of the proposed construction of the Hall Street (Beaverton) Section of the Beaverton-Aurora Highway (Project No. S-284(2)) in Washington County, the State will see that reflecterized cross-buck signs and reflecterized advance warning signs are installed at the railroad grade crossings (3 tracks) as required by C.A.M. No. 63.

The crossing referred to is near the northerly end of the project at Station 5+04.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

RAgia

RECEIVED
AUG 8 - 1955
FOR FILING

FORM E30—80M—10-54—79488
S-244(2)
4/55

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 5, 1955

NOTED
W. C. WILLIAMS

5977

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

By your Assignment No. 5977 dated July 28, 1955, you forwarded copy of a letter from Mayor Rossi of Beaverton regarding improvement of Hall Street in Beaverton and advising that the mayor would like to discuss some of the details of this work with us.

Mr. Lowell Johnston of this office and I met with Mayor Rossi on August 2nd and discussed this job with him. The items covered include: 1- We confirmed that our construction would include sidewalk and curbs where these are not now in place. 2- We are preparing descriptions of property on right of way to be acquired by the city between Broadway and the Tualatin Valley Highway in Beaverton. 3- We also left the profile of the Hall Street improvement with the city for their use in establishing grades of connecting streets. 4- The city has made available a waste area on Hall Street where a portion of the waste excavation of this job can be disposed of.

The above items take care of the matters which Mayor Rossi wished to discuss with us.

Very truly yours,

A. G. SKELTON
Division Engineer

AGS:bb

cc: Forrest Cooper
Lowell Johnston

RECEIVED
AUG 8 1955
OREGON
STATE HIGHWAY COMMISSION

ASSIGNMENT

Date: July 28, 1955 No. 5977 By WCW

Description: Copy of letter from Mayor Rossi of Beaverton regarding improvement of Hall Street in Beaverton and stating deposit of $35,000 can be made at any time but that they would like to discuss the work with someone. Copy of Mr. Glaisyer's acknowledgment of July 22 attached.

Acknowledged by_____ Referred to AG Skelton

_Investigate and report with recommendation
X Such action as necessary and report
_Comment or recommendation
_Return with rough draft of reply
_Prepare reply for signature of Mr._____
_Contact correspondent and report

Remarks: Please contact the Mayor.

WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 8/2/55 Report Received_____

f. Beaverton

ll — Phone [redacted] Mi 4 2191

RTON, OREGON

ALICE B. MARTIN
RECORDER-TREASURER

DEPARTMENT HEADS

ROBERT D. MALSBY
SUPERINTENDENT
C. L. McCARTHY
CHIEF OF POLICE
DR. C. E. MASON
HEALTH OFFICER
DAVID E. LOFGREN
ATTORNEY
A. V. OLSON
FIRE-CHIEF
MILTON KEYSER
PLUMBING INSPECTOR

July 21, 1955

ary,
rtment,

of July 20, 1955, advising that
nt of Hall Street may be awarded
pon receipt of the city's
Please be advised that the city
to put this $35,000.00 up at any
k upon your request. Do you
e of the bid opening. Please

k to someone in regard to Hall
eeks in regard to what work is
rstand each other in regard to
er to avoid any possible mis-
eciate advice as to a date and
to have a meeting with a
way Department.

esies and cooperation we have
received from your department.

Very truly yours,

CITY OF BEAVERTON

By [redacted]

Mayor

ahr/m

RECEIVED
JUL 22 1955
STATE HIGHWAY COMMISSION

M. ROSSI
MAYOR
COUNCILMEN
EARL SWOSE
R. W. BOYD
H. C. MILLER
N. L. THOMAS
L. E. Parker

City of Beaverton

City Hall — Phone MI 4 2191
BEAVERTON, OREGON

ALICE B. MARTIN
RECORDER-TREASURER
DEPARTMENT HEADS
ROBERT O. MALBEY
SUPERINTENDENT
C. L. McCARTHY
CHIEF OF POLICE
DR. C. E. MASON
HEALTH OFFICER
DAVID E. LOFGREN
ATTORNEY
A. V. OLSON
FIRE CHIEF
MILTON KEYSER
PLUMBING INSPECTOR

July 21, 1955

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Department,
Salem, Oregon.

Dear Mr. Glaisyer:

I have your letter of July 20, 1955, advising that contract for the improvement of Hall Street may be awarded at the September meeting upon receipt of the city's $35,000.00 contribution. Please be advised that the city is ready, willing and able to put this $35,000.00 up at any time and will deliver check upon your request. Do you wish this money on the date of the bid opening. Please advise.

I would like to talk to someone in regard to Hall Street within the next few eeks in regard to what work is to be done so that we understand each other in regard to the improvement and in order to avoid any possible misunderstanding. Would appreciate advice as to a date and time it would be possible to have a meeting with a representative of the Highway Department.

Thank you for courtesies and cooperation we have received from your department.

Very truly yours,

CITY OF BEAVERTON

By [illegible]

Mayor

ahr/m

RECEIVED
JUL 22 1955
STATE HIGHWAY COMMISSION

H. ROSSI
MAYOR
COUNCILMEN
EARL ENGER
R. W. BOYD
H. C. MILLER
N. L. THOMAS
L. E. Parker

City of Beaverton

City Hall — Phone MI 4 2191
BEAVERTON, OREGON

ALICE E. MARTIN
RECORDER-TREASURER
DEPARTMENT HEADS
ROBERT D. MALSBY
SUPERINTENDENT
C. L. McCARTHY
CHIEF OF POLICE
DR. C. E. MASON
HEALTH OFFICER
DAVID E. LOFGREN
ATTORNEY
A. V. OLSON
FIRE-CHIEF
MILTON KEYSER
PLUMBING INSPECTOR

July 21, 1955

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Department,
Salem, Oregon.

Dear Mr. Glaisyer:

I have your letter of July 20, 1955, advising that contract for the improvement of Hall Street may be awarded at the September meeting upon receipt of the city's $35,000.00 contribution. Please be advised that the city is ready, willing and able to put this $35,000.00 up at any time and will deliver check upon your request. Do you wish this money on the date of the bid opening. Please advise.

I would like to talk to someone in regard to Hall Street within the next few eeks in regard to what work is to be done so that we understand each other in regard to the improvement and in order to avoid any possible misunderstanding. Would appreciate advice as to a date and time it would be possible to have a meeting with a representative of the Highway Department.

Thank you for courtesies and cooperation we have received from your department.

Very truly yours,

CITY OF BEAVERTON

By

Mayor

ahr/m

RECEIVED
JUL 22 1955
STATE HIGHWAY COMMISSION

RECEIVED
JUL 25 1955
FOR FILING

July 22, 1955

Honorable A. H. Rossi
Mayor, City of Beaverton
Beaverton, Oregon

Dear Mr. Rossi:

I have just received your letter of July 21st regarding the improvement of Hall Street and note your inquiry when the city's check for $35,000 should be presented to the State Highway Commission. It is not absolutely necessary that the city's check be delivered to the Highway Commission on the date of the bid opening, but if it were delivered to the Commission on that date and if a satisfactory bid is received, the Commission could announce the award of the contract, otherwise the Commission would refer the bids to the Engineer with authority to award the contract to the successful bidder at such time as the city's check is received. The city will be notified of the results of the bidding and then can take appropriate action. The above, of course, is predicated on there being no complications in respect to right of way matters.

In the second paragraph of your letter you express the desire to discuss the Hall Street project within the next few weeks with someone who is acquainted with the work in order to avoid any possible misunderstanding. I will call your request to the attention of the State Highway Engineer who, I am sure, will be pleased to accommodate you in that regard.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ig

cc: Mr. R. H. Baldock
Encl.

A. H. ROSSI
MAYOR
COUNCILMEN
EARL ENGLE
R. W. BOYD
H. C. MILLER
N. L. THOMAS
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City of Beaverton

City Hall — Phone [illegible] MI 4 2191
BEAVERTON, OREGON

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FIRE-CHIEF
MILTON KEYSER
PLUMBING INSPECTOR

July 21, 1955

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Department,
Salem, Oregon.

Dear Mr. Glaisyer:

I have your letter of July 20, 1955, advising that contract for the improvement of Hall Street may be awarded at the September meeting upon receipt of the city's $35,000.00 contribution. Please be advised that the city is ready, willing and able to put this $35,000.00 up at any time and will deliver check upon your request. Do you wish this money on the date of the bid opening. Please advise.

I would like to talk to someone in regard to Hall Street within the next few eeks in regard to what work is to be done so that we understand each other in regard to the improvement and in order to avoid any possible misunderstanding. Would appreciate advice as to a date and time it would be possible to have a meeting with a representative of the Highway Department.

Thank you for courtesies and cooperation we have received from your department.

Very truly yours,

CITY OF BEAVERTON

By A. H. Rossi

Mayor

ahr/m

RECEIVED
JUL 22 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED
H. B. GLAISYER

RECEIVED
JUL 21 1955
FOR FILING

S-2141(1)
4557

July 20, 1955

Hon. A. H. Rossi, Mayor
City of Beaverton
Beaverton, Oregon

Dear Mr. Rossi:

Some time ago you appeared before the State Highway Commission regarding the rerouting of the Beaverton-Aurora State Secondary Highway from Watson Street to Hall Street. You asked the Commission to approve such rerouting and to improve Hall Street, and you offered in behalf of the City to contribute $35,000 toward the expense involved. You were told at that time that there were no funds available to finance the improvement which is estimated to cost about $95,000, but that the project would be kept in mind and that an engineering investigation would be made.

At a recent meeting of the State Highway Commission, the State Highway Engineer submitted a report on the project and recommended approval of the same, contingent upon the City's contributing $35,000 toward the expense involved in conformity with your previous offer. I am pleased to inform you that the Commission adopted the recommendation. Present indications are that the project will be advertised for bids to be received by the Commission at its September meeting. If a satisfactory bid is received, the contract will be awarded to the low bidder upon receipt of the City's contribution.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

RECEIVED
JUN 8 1955
FOR FILING

FORM 630—50M—10-54—79435

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1955

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer

NOTED
W. C. WILLIAMS

If you are not already doing so, please immediately prepare the necessary plans, specifications, et cetera, for the construction of the Hall Street route in Beaverton.

The project is estimated to cost $95,000, of which amount $35,000 is to be paid by the City. The County and City Relations Department will contact the City re their contribution.

Forrest Cooper
Ass't. Construction Engineer

FC:jv

cc: W. C. Williams

RECEIVED
MAY 17 1955
FOR FILING

May 16, 1955

Oregon State Highway Commission

[redacted]

For the past two years we have had various requests from the City of Beaverton for the improvement of Hall Street in which Hall Street would become a portion of the Beaverton-Hillsboro secondary highway in lieu of the existing route over Watson Street, which results in a circuitous routing.

The estimated cost of the improvement is $95,000, and in April of 1954 a delegation headed by Mayor Reed of Beaverton advised the Commission that the City would contribute $35,000 toward the cost of the project, which would make the State's estimated cost $60,000. At that time there were no secondary funds available, and Mayor Reed was advised that we would be unable to finance the project during 1954 and no commitment was made as to when the project might be financed.

We now have approximately $300,000 of accumulated federal-aid secondary funds in Division No. 2. I am, in a separate letter, recommending to you that $150,000 of these funds be utilized in the construction of a grade separation and traffic interchange at the intersection of the Tualatin River Highway and the Newberg secondary highway. If you so approve, there would then remain $150,000 of the accumulated funds, and I recommend that $60,000 of such funds be allocated to the Hall Street project in Beaverton, this to be contingent upon the City's paying $35,000 toward the improvement.

This matter will be on the agenda.

Very truly yours,

[redacted]
State Highway Engineer

cc Mr. H. G. Smith
Mr. S. H. Probert
Mr. C. H. Maison

WCW:me hi

agenda
5-25-55
1657

AGENDA
MAY 25 1955

May 12, 1955

Hon. A. H. Rossi, Mayor
City of Beaverton
City Hall
Beaverton, Oregon

Dear Mayor Rossi:

This will acknowledge receipt of your letter of May 10, 1955 concerning the rerouting of Highway 217 from Watson Street to Hall Street. I am referring it to the State Highway Engineer, Mr. R. H. Baldock, for report to the State Highway Commission at its next meeting. You will be informed as soon as the Highway Commission has taken action on the matter.

In the last paragraph of your letter you state your willingness to appear before the Commission personally in behalf of this project if that is considered desirable or advisable. It is my personal opinion that it is not necessary for you to be present when the matter is discussed; however, should it develop later that my assumption is erroneous, I will let you know so you can arrange your affairs accordingly.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

E.R.

RECEIVED
MAY 16 1955
FOR FILING

S 2.11 (2)
4359

Salem, Oregon
May 11, 1955

Mr. R. H. Baldock

You will recall that for the last two years or so we have had numerous requests from the City of Beaverton for the improvement of Hall Street, which would become a portion of the Beaverton-Aurora Highway. In April, 1954 a delegation from Beaverton appeared before the Commission offering to contribute $35,000 toward the cost of the project, estimated at $95,000, which would make the State's estimated cost $60,000.

The project was considered desirable, but there were no moneys available. The Commission notified Mayor Rossi of Beaverton that "...there are no moneys available to finance the project this year" (1954). There now are some moneys in Division I; namely, $300,000, of accumulated secondary federal-aid funds. We are currently recommending to the Highway Commission that $150,000 of this amount be utilized in the construction of a grade separation of the Wilson River and Nehalem Secondary Highways. Of the remaining $150,000 I would suggest that $60,000 be allocated to the Hall Street project in Beaverton and that plans be immediately prepared for contracting, based upon the City's depositing $35,000.

Mayor Rossi called me while you were in Washington, stating that the City had its portion of the money and was extremely desirous of having the project consummated at the earliest possible date. If you approve the suggested plan, I will prepare a letter to the Highway Commission.

W. C. Williams

WCW:me

A. J. ROSSI
MAYOR

COUNCILMEN

EARL ENGER
R. W. BOYD
H. G. MILLER
N. L. THOMAS

City of Beaverton

City Hall — Phone 4-3222
BEAVERTON, OREGON

ALICE B. MARTIN
RECORDER-TREASURER

DEPARTMENT HEADS

ROBERT D. MALBEY
SUPERINTENDENT
C. L. McCARTHY
CHIEF OF POLICE
DR. C. E. MASON
HEALTH OFFICER
DAVID E. LOFGREN
ATTORNEY
A. V. OLSON
FIRE-CHIEF
MILTON KEYSER
PLUMBING INSPECTOR

May 10, 1955

Oregon State Highway Department,
Salem, Oregon.

Gentlemen:

It is necessary that the status of Hall Street within the City of Beaverton be determined, if possible, for financial reasons as well as public relations reasons. The city must budget moneys to do necessary preliminary work on this street.

As outlined in our letter addressed to Mr. Baldock of December 17, 1953, due to continued ever increasing traffic volume in here it is necessary that traffic be diverted from Highway 217 (Watson Street), which is a narrow street terminating in a dead end on Broadway after crossing the Southern Pacific Railroad tracks at Broadway causing confusion. Hall Street, being the only direct street south to the Tualatin Valley Highway, is the logical street to divert this heavy traffic through town.

In our letter of March 16, 1954 addressed to Mr. Glaisyer we advised you the city was willing to put up $35,000.00 towards the cost of improving Hall Street and when I personally appeared before your commission meeting April 2, 1954, I was advised by Chairman Chandler that this proposed route would be investigated but that there was no money to improve and finance it that year. We were advised in letter of May 5, 1954 under signature of Mr. Baldock that no funds would be allocated to Hall Street improvement that year and that the matter would be considered by the commission in making up its 1955 program.

In the meantime traffic is becoming increasingly heavier on Highway 217 due to continued commercial and housing developments outside of the city and in order to know where we stand or what we can or cannot do we would like a letter assuring us this street will go through, if not this year when the State may be able to go ahead, in order that we may work out our program. We have passed all the preliminary legal papers previously and held hearings and are ready to go to work.

REFERRED TO
H. B. GLAISYER

ACKNOWLEDGE
H. B. GLAISYER

If your offices believe it would be desirable or advisable that I appear before the commission again in person I will be most happy to do so and would appreciate your designating a date and time at your next meeting. Please advise and thank you for your past courtesies and cooperation.

Very truly yours,

CITY OF BEAVERTON

By C. B. Rossi

Mayor

r/m

RECEIVED
MAY 12 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 10 1955
FOR FILING

S-244 (2)
4557

March 10, 1955

Miss Alice B. Martin, Recorder
City of Beaverton
City Hall
Beaverton, Oregon

Dear Miss Martin:

In reply to your letter of March 7, advise that the State Highway Commission has not allocated funds for the improvement of Hall Street in the city of Beaverton. Moreover, I am unable to advise you as to when the Commission may be able to allocate such funds.

In the meanwhile, if there is any work that the City wishes to perform in connection with its water lines, et cetera, Mr. A. G. Skelton, Division Engineer for the State Highway Commission at Milwaukie, will arrange to set such survey stakes or furnish such other information as may be required. If you need such services, please contact Mr. A. G. Skelton direct.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. A. G. Skelton

WCW:mo lg

A. H. ROSSI
MAYOR

COUNCILMEN

EARL ENGER
R. W. BOYD
H. D. MILLER
N. L. THOMAS

City of Beaverton

City Hall — Phone 4-3222
BEAVERTON, OREGON

ALICE B. MARTIN
RECORDER-TREASURER

DEPARTMENT HEADS

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SUPERINTENDENT
C. L. McCARTHY
CHIEF OF POLICE
DR. C. E. MASON
HEALTH OFFICER
DAVID E. LOFGREN
ATTORNEY
A. V. OLSON
FIRE-CHIEF
MILTON KEYSER
PLUMBING INSPECTOR

March 7, 1955

R. H. Baldock,
State Highway Engineer,
State Highway Department,
Salem, Oregon.

NOTED
W. C. WILLIAMS

Gentlemen:

We are anxious to know the status of Hall Street in Beaverton due to preliminary work necessary on water lines. We have not had any information from your offices since your meeting in late January and would appreciate the earliest possible advice as to whether the State is going ahead with Hall Street this year.

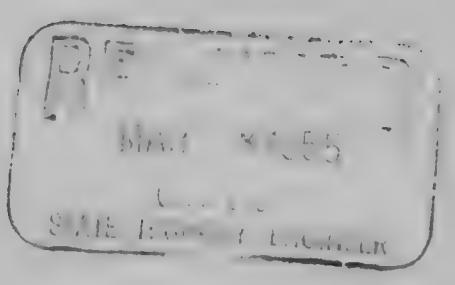
Thank you for past courtesies and an early reply to this inquiry.

Very truly yours,

CITY OF BEAVERTON

By Alice B. Martin
Recorder

m



RECEIVED
MAY 10 1954
FOR FILING

3-2H-(2)
1557

May 5, 1954

Mrs. Alice B. Martin
City Recorder
Beaverton, Oregon

Dear Mrs. Martin:

Your letter of April 29, addressed to the attention of Mr. Ayers, has been referred to this office.

The State Highway Commission has taken no definite action relative to improvement of Hall Street. At the Highway Commission meeting on April 2 when Mayor Rossi appeared before the Commission, he was advised by Chairman Chandler that the route would be investigated, but there is no money to finance the improvement this year.

Mayor Rossi mentioned that the City contemplates changes in its sewage disposal system this year, so it would have to know something about the proposed highway improvements in order to install the sewage facilities properly. The Chairman advised that the State Highway Department would set such stakes as would be necessary where a state highway is involved.

Based upon the above, it is quite certain that no funds can be allocated to the Hall Street improvement this year. The matter will be considered by the Commission in making up its program for 1955.

As to construction of the sewage disposal system, if you will contact Mr. A. G. Skelton, Division Engineer for the State Highway Commission at Milwaukie, he will arrange to furnish such information as is necessary.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. A. G. Skelton
Mr. J. W. Cattrall

WCW:mc fp

FC FM 8-152x 37.500 4-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

May 3, 1954

Mrs. Ali[illegible]B. Martin
City Recorder
Beaverton, Oregon

NOTED
W. C. WILLIAMS

Dear Mrs. Martin:

Your letter of April 29th requesting information as to action taken by the Highway Commission in connection with the proposed improvement of Hall Street in Beaverton is being forwarded to Mr. W. C. Williams, Deputy State Highway Engineer.

Very truly yours,

John F. Hagemann

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

cc: Mr. W. C. Williams

A. M. ROSSI
MAYOR

COUNCILMEN

EARL ENGER
R. W. BOYD
H. C. MILLER
N. L. THOMAS

City of Beaverton

City Hall — Phone 4-3222
BEAVERTON, OREGON

ALICE B. MARTIN
RECORDER-TREASURER

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HEALTH OFFICER
DAVID E. LOFGREN
ATTORNEY
A. V. OLSON
FIRE CHIEF
MILTON KEYSER
PLUMBING INSPECTOR

April 29, 1954

State Highway Commission,
Salem, Oregon.

Attention: Mr. Ayers

Dear Mr. Ayers:

Please advise if the Highway Commission has taken any further action on Hall Street. If this street goes through this year it is necessary for us to include some money in our budget which is in the process of being prepared for passage at this time.

We will greatly appreciate a line from you informing us of the status of Hall Street and thank you for your courtesy and cooperation.

Very truly yours,

CITY OF BEAVERTON

By Alice B. Martin

Recorder

r/m

RECEIVED
MAY 3 1954
OREGON
STATE HIGHWAY COMMISSION

Portland, Oregon
April 1, 1954

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

****

Volume 39

Consideration was given by the Commission to a request from the City of Beaverton for designation of Hall Street in that City as the route of the Beaverton-Aurora State Secondary Highway. The Engineer advised that the City has agreed to pay $35,000 towards the cost of improving the street which he estimated would amount to a total of $95,000. The Commission deferred action on the matter pending appearance of a delegation on the following day. (Mayor Rossi appeared before the Commission later and was informed that an engineering investigation of the request will be made, but there are no monies available to finance the project this year. The Engineer was authorized to make the investigation and to set grade stakes to permit the City to re-establish its sewer lines as may be required to fit the proposed improvement.)

****

Portland, Oregon
April 2, 1954

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel with the following persons present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

****

Mr. A. H. Rossi, Mayor of the City of Beaverton, came before the Commission concerning the rerouting of the Beaverton-Aurora Highway through the City of Beaverton along Hall Street from 12th Street to a junction with the Tualatin Valley Highway. He said that the present route is badly congested, and he gave as his thought that by using Hall Street the situation would be greatly relieved. The City, he stated, has $35,000 which it will contribute as its share of the cost to improve Hall Street. Mayor Rossi also mentioned that the City contemplates changes in its sewage disposal system this year so will have to know something about the proposed highway improvements in order to install the sewage facilities properly. Chairman Chandler advised that the use of Hall Street as a highway route will be investigated but there is no money available to finance it this year; also that grade stakes will be set by state engineering forces for sewer work that needs immediate attention inasmuch as a state highway is involved. The Engineer was thereupon authorized to make the investigation and to set the grade stakes.

****

RECEIVED
MAR 18 1954
FOR FILING

S-284(2)
4559

March 17, 1954

Oregon State Highway Commission

Gentlemen:

A delegation from Beaverton headed by Mayor Jossi will appear before you to discuss possibilities of having Hall Street in Beaverton designated a secondary highway route. The present secondary highway is routed over Watson Street, and it is admitted that it does not make nearly as desirable a route as would Hall Street.

The City in preliminary discussions has indicated its willingness to share in the cost of the improvement. The overall cost of improving Hall Street to a suitable standard for the highway routing is $95,000. Of this total cost, the cost of grading the street, providing storm sewers, manholes, and construction of curb and sidewalk is estimated at approximately $35,000. The City has tentatively indicated that it would be agreeable to make a $35,000 allotment in cash to the project.

The Secretary will have a map indicating the new routing as well as the old, and I will discuss the proposed change at the next meeting, should you so desire. In my opinion, it is a good change.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. S. H. Probert
Mr. H. G. Smith
Mr. C. H. Maison

WCW:mc fp

Uniform-Ld Traffic Ord No. 1
Ord No. 4/1/54
Ltr dated 3/11/54 from Supt
see ltr

AGENDA
APR 2 1954
D

City of Beaverton

City Hall — Phone 4-3222
BEAVERTON, OREGON

ALICE B. MARTIN
RECORDER-TREASURER

DEPARTMENT HEADS

ROBERT O. MALSEY
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HEALTH OFFICER
DAVID E. LOFGREN
ATTORNEY
A. V. OLSON
FIRE-CHIEF
MILTON KEYSER
PLUMBING INSPECTOR

March 16, 1954

yer,
h State
ht,

I wish to thank you for your courtesy in your letter of March 11, 1954, giving us a fifteen-minute appointment starting at 11:00 A.M. on Friday, April 2nd, to be heard at the Commission meeting in the Green Room of the Imperial Hotel.

At that time we wish to present a request that the Highway Commission reroute the Beaverton-Aurora State Highway so as to follow Hall Street rather than Watson Street in the City of Beaverton. The City is willing to contribute $35,000.00 towards the cost of improving Hall Street if this proposal is given favorable consideration.

Very truly yours,

CITY OF BEAVERTON

By C. A. Rossi
Mayor

c.c. Mr. Baldock

11:00 A.M
April 2, 1954

D

apr. 11

A. H. ROSSI
MAYOR

COUNCILMEN
EARL ENGER
R. W. BOYD
H. C. MILLER
N. L. THOMAS

City of Beaverton

City Hall — Phone 4-3222
BEAVERTON, OREGON

AGENDA
APR 2 '54
D

ALICE B. MARTIN
RECORDER-TREASURER

DEPARTMENT HEADS
ROBERT O. MALSEY
SUPERINTENDENT
O. L. McCARTHY
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HEALTH OFFICER
DAVID E. LOFGREN
ATTORNEY
A. V. OLSON
FIRE-CHIEF
MILTON KEYSER
PLUMBING INSPECTOR

March 16, 1954

Mr. H. B. Glaisyer,
Secretary, Oregon State
Highway Department,
Salem, Oregon.

Dear Sir:

I wish to thank you for your courtesy in your letter of March 11, 1954, giving us a fifteen-minute appointment starting at 11:00 A.M. on Friday, April 2nd, to be heard at the Commission meeting in the Green Room of the Imperial Hotel.

At that time we wish to present a request that the Highway Commission reroute the Beaverton-Aurora State Highway so as to follow Hall Street rather than Watson Street in the City of Beaverton. The City is willing to contribute $35,000.00 towards the cost of improving Hall Street if this proposal is given favorable consideration.

Very truly yours,

CITY OF BEAVERTON

By A. H. Rossi
Mayor

m

c.c. Mr. Baldock

11:00 A M
April 2, 1954

D

March 11, 1954

Hon. A. H. Rossi, Mayor
City of Beaverton
Beaverton, Oregon

Dear Mr. Rossi:

In your letter of March 8, 1954 which I have just received, you request an appointment with the State Highway Commission at its next meeting to discuss the possibilities of having Hall Street in Beaverton designated a secondary highway route.

The members of the State Highway Commission will be pleased to hear what you have to say on this subject. Its next regular meeting is scheduled to be held in Portland on Thursday and Friday, April 1 and 2, 1954. Delegations will be heard on the second day, Friday, April 2, on which day I have reserved fifteen minutes of time for your convenience, starting at 11:00 a.m. The Commission holds its meetings in the Green Room on the first floor of the Imperial Hotel.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mmm

cc: Commissioners
Mr. R. H. Baldock

D

A. R. ROSSI
MAYOR

COUNCILMEN

EARL ENGER
R. W. BOYD
H. C. MILLER
N. L. THOMAS

City of Beaverton

City Hall — Phone 4-3222
BEAVERTON, OREGON

AGENDA
APR 2 1954
D

ALICE B. MARTIN
RECORDER-TREASURER

DEPARTMENT HEADS

ROBERT O. MALSEY
SUPERINTENDENT
C. L. McCARTHY
CHIEF OF POLICE
DR. C. E. MASON
HEALTH OFFICER
DAVID E. LOFGREN
ATTORNEY
A. V. OLSON
FIRE CHIEF
MILTON KEYSER
PLUMBING INSPECTOR

March 8, 1954

Mr. H. B. Glaisyer,
Secretary, Oregon State
Highway Department,
Salem, Oregon.

Dear Sir:

On behalf of the City of Beaverton I would greatly appreciate your giving us some time at your next commission meeting as I wish to take up with the State Highway Commission possibility of change over of Hall Street in Beaverton to a secondary highway. City officials have given this a good deal of study and we have held consultations with representatives of your commission and feel we are ready to go ahead.

Please advise date and time of your next meeting and whether you can give us some time to be heard. Thank you for your courtesy and kindness in giving this your attention.

Very truly yours,

CITY OF BEAVERTON

By A R Rossi

Mayor

m
c.c. Mr. Baldock

RECEIVED
MAR 11 1954
OREGON
STATE HIGHWAY COMMISSION

11:00 AM
April 2, 54

ANSWERED
H. B. GLAISYER

D

FORM E-20 25M 9-51 52216

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1954

SUBJECT:

To:

Mr. W. C. Williams
Deputy State Highway Engineer
O F F I C E

NOTED
W. C. WILLIAMS

Dear Sir:

I hand to you herewith copy of an estimate for improving Hall Street in Beaverton so that it could be made the route of the Beaverton-Aurora Secondary Highway from 12th and Watson Streets to the Tualatin Valley Highway.

Very truly yours,

H. G. Smith
Construction Engineer

By
Forrest Cooper
Ass't. Construction Engineer

FC:js

Encl.

RECEIVED
JAN 18 1954

ESTIMATE OF COST

IMPROVEMENT OF HALL ST., BEAVERTON

	Item	Unit	Amount	Allow.	Total	Price	Amount
1.	General Excavation	C.Y.	10,741	1,259	12,000	$ 0.50	$ 6,000.00
2.	Structural Excavation	C.Y.	778	72	850	3.00	2,550.00
3.	Catch Inlets	Each	17	2	19	75.00	1,425.00
4.	Type "A" Manholes	Each	4	0	4	250.00	1,000.00
5.	8" Sewer Pipe	Lin.Ft.	1,360	140	1,500	1.50	2,250.00
6.	10" Sewer Pipe	Lin.Ft.	550	50	600	2.00	1,200.00
7.	Adjust Manholes	Each	6	0	6	50.00	300.00
8.	Type "A" Curb	C.Y.	167	13	180	50.00	9,000.00
9.	Sidewalk	Sq.Yd.	1,500	200	1,700	3.50	5,950.00
10.	2-1/2"-0 Base Rock	C.Y.	8,555	845	9,400	2.00	18,800.00
11.	3/4"-0 Base Rock	C.Y.	945	105	1,050	2.25	2,362.00
12.	Sprinkling	M. Gal.	267	33	300	3.00	900.00
13.	RC-3 in Binder	Ton	31	4	35	40.00	1,400.00
14.	Aggregate in Binder	C.Y.	1,980	220	2,200	4.00	8,800.00
15.	Class "B" Asph. Conc.	Ton	2,811	189	3,000	7.00	21,000.00
							$82,937.00
	Plus 12-1/2% Engineering and Contingencies						10,563.00
					Total		$93,500.00

January 13, 1954

29,675
3716
33,391
Say 35,000
38,500 City

3,3,6

ESTIMATE OF COST
IMPROVEMENT OF HALL ST., BEAVERTON

	Item	Unit	Amount	Allow.	Total	Price	Amount
1.	General Excavation	C.Y.	10,741	1,259	12,000	$ 0.50	$ 6,000.00
2.	Structural Excavation	C.Y.	778	72	850	3.00	2,550.00
3.	Catch Inlets	Each	17	2	19	75.00	1,425.00
4.	Type "A" Manholes	Each	4	0	4	250.00	1,000.00
5.	8" Sewer Pipe	Lin.Ft.	1,360	140	1,500	1.50	2,250.00
6.	10" Sewer Pipe	Lin.Ft.	550	50	600	2.00	1,200.00
7.	Adjust Manholes	Each	6	0	6	50.00	300.00
8.	Type "A" Curb	C.Y.	167	13	180	50.00	9,000.00
9.	Sidewalk	Sq.Yd.	1,500	200	1,700	3.50	5,950.00
10.	2-1/2"-0 Base Rock	C.Y.	8,555	845	9,400	2.00	18,800.00
11.	3/4"-0 Base Rock	C.Y.	945	105	1,050	2.25	2,362.00
12.	Sprinkling	M. Gal.	267	33	300	3.00	900.00
13.	RC-3 in Binder	Ton	31	4	35	40.00	1,400.00
14.	Aggregate in Binder	C.Y.	1,980	220	2,200	4.00	8,800.00
15.	Class "B" Asph. Conc.	Ton	2,811	189	3,000	7.00	21,000.00
							$82,937.00
	Plus 12-1/2% Engineering and Contingencies						10,563.00
					Total		$93,500.00

January 13, 1954

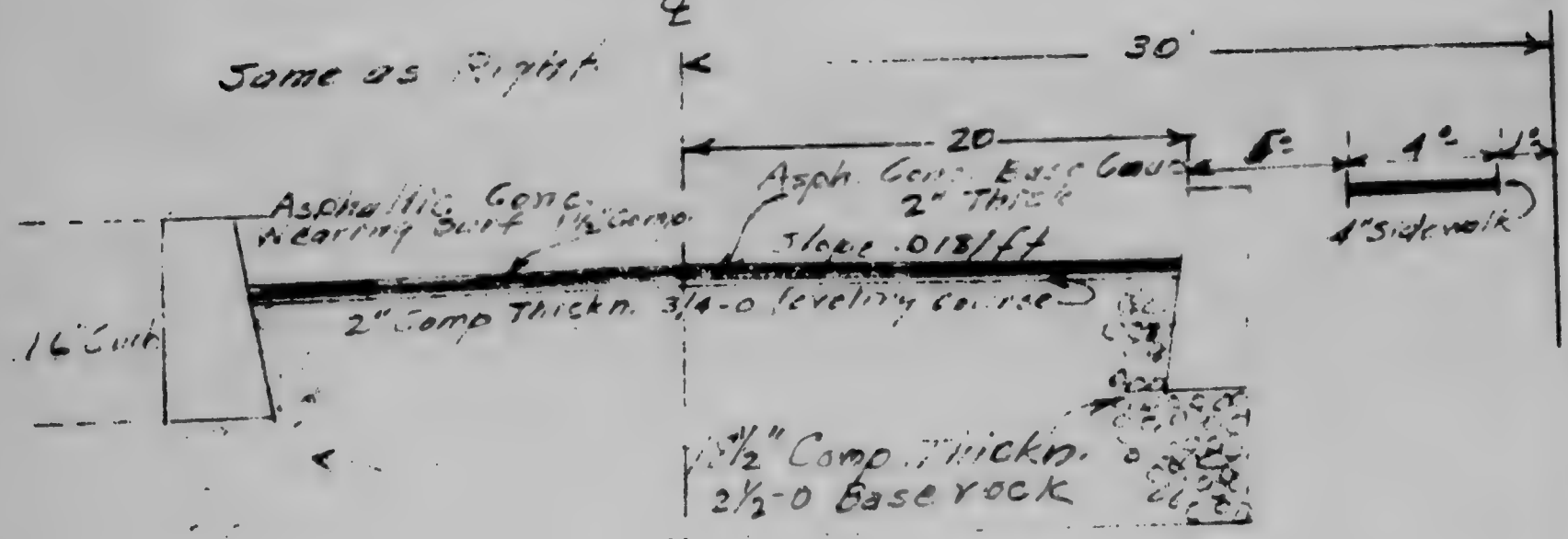
29.675
3.710
33.385
say 35.000
58.500 city
state.

3.36

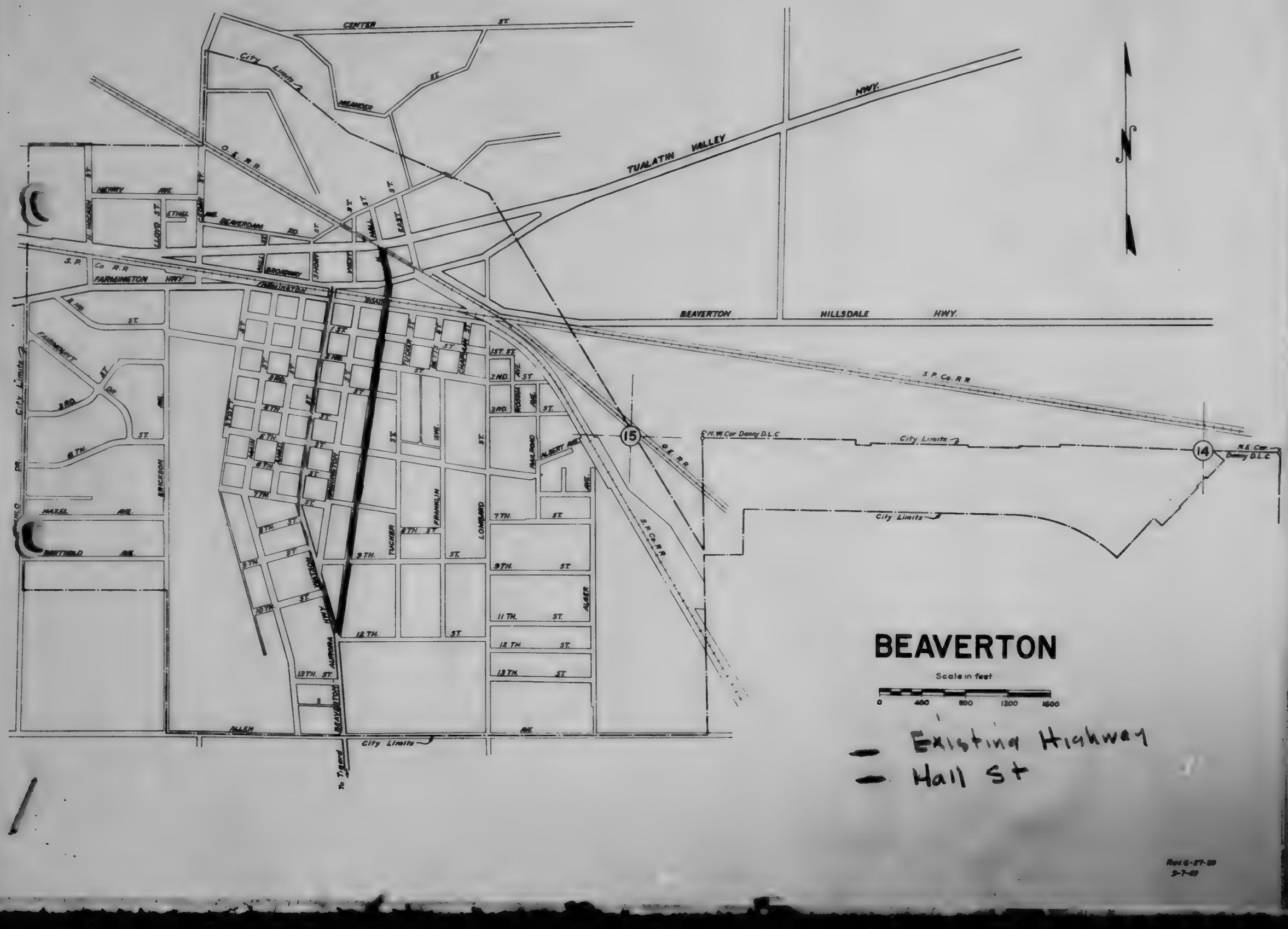
Secretary Street Jan. 1954

Typical Section

Mail St. main connection



Exc. Sta 0+0 to Sta 17+50 - 2' Deep
Exc. Sta 17+50 to Sta 30+0 - 3' Deep
End present Curb Sta 9+00 New Curb
Sta 9+00 to Sta 30+0
New sidewalk on left Sta 9+0 to Sta 12+50
and Sta 15+75 to Sta 30+0. New sidewalk
on right Sta 14+05 to Sta 30+0


CENTER ST.
City Limits
MEANDER
O. E. R. R.
TUALATIN VALLEY HWY.
MEMORY AVE.
LLOYD ST.
ETHEL
BEAVERDAM RD.
HALL ST.
EAST
S. P. Co. R. R.
FARMINGTON HWY.
BROADWAY
STORK
FARMINGTON ROAD
BEAVERTON HILLSDALE HWY.
S. 5th ST.
FAIRMOUNT
3RD.
6TH.
ERICSON
HAZEL AVE.
BRITTANY AVE.
1ST. ST.
2ND. AVE.
ROSSA AVE.
3RD. ST.
ALBERT AVE.
RAILROAD
FRANKLIN
LOMBARD
7TH. ST.
9TH. ST.
11TH. ST.
12TH. ST.
13TH. ST.
ALDER
AURORA HWY.
BEAVERTON
ALLEN AVE.
City Limits
To Tigard
S. P. Co. R. R.
N.W. Cor Donny D.L.C
15
O. E. R. R.
SAC. R. R.
14
N.E. Cor. Donny D.L.C
N
BEAVERTON
Scale in feet
0 400 800 1200 1600
Existing Highway
Hall St
Rev 6-ST-69
5-7-69

. H. ROSSI
MAYOR

COUNCILMEN

EARL ENGER
R. W. BOYD
H. C. MILLER
N. L. THOMAS

City of Beaverton

City Hall — Phone 4-3222
BEAVERTON, OREGON

ALICE B. MARTIN
RECORDER-TREASURER

DEPARTMENT HEADS

ROBERT O. MALSEY
SUPERINTENDENT
C. L. McCARTHY
CHIEF OF POLICE
DR. C. E. MASON
HEALTH OFFICER
DAVID E. LOFGREN
ATTORNEY
A. V. OLSON
FIRE-CHIEF
MILTON KEYSER
PLUMBING INSPECTOR

January 8, 1954

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

NOTED
W. C. WILLIAMS

Hall Street - Beaverton

Dear Mr. Baldock:

In response to our letter of December 17, 1953, to you and Mr. Skelton your highway department sent Mr. Young and Mr. Don to us and we have had gratifying consultations.

If, or when, the Hall Street project comes up for discussion at any of the Highway Department Commission meetings we would greatly appreciate being notified and being given some time at the meeting to discuss our problem with the Commis sion.

Thank you for your courtesy and cooperation.

Very truly yours,

CITY OF BEAVERTON

By R. H. Rossi

Mayor

r/m

c.c. Mr. A. G. Skelton
Division Engineer

RECEIVED
FOR FILING

City of Beaverton

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 5th, 1953

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I am enclosing herewith copy of a letter dated September 17th from Mr. A. H. Rossi, mayor of Beaverton, concerning the improvement of Hall Street from where it intersects the Beaverton-Aurora Secondary Highway at 12th Street to the intersection of Hall Street and the Tualatin Valley Highway. The City of Beaverton hopes to have this as the eventual route of the Beaverton-Aurora Secondary Highway in lieu of Watson Street, the present route, which only connects to Broadway, the route of the Hillsdale-Beaverton primary highway.

I met Mr. Rossi last week, and discussed this matter with him at that time, advising him that we would be glad to cooperate with him by furnishing standards that we would like to have a street improved to. I also advised him that our engineering personnel were so busy at the present time, that it would be impossible for us to do any engineering, other than as mentioned above for the city at this time. Several years ago the city appeared before the Highway Commission with a request that the Commission take over Hall Street as the route of the Beaverton-Aurora Secondary Highway, but this did not meet the Commission's approval at that time. I believe the city now plans on presenting this to the Commission again on the basis of a cooperative project.

Yours very truly,

NOTED
W. C. WILLIAMS

NOTED
H. G. SMITH

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: John Cattrill
A. E. Johnson

Williams

RECEIVED

STATE HIGHWAY COMMISSION MEETING

Delegation City of Beaverton

Date 11:00 a .m., April 2

Time

Name	City or Town	Capacity
A. H. Rossi	Beaverton	Mayor

S-198(3) Washington Co. Line-Hillsdale Sec., Beaverton-Hillsdale Hwy. 1955

#4560

Contract No 4560

Monthly transaction number		State
RECEIVED AUG 9 1956 FOR FILING	PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project report number 6	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
		Project number S-198(3)

(4) 4560

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 8, 19 56, is hereby modified as follows:

Revised estimated total cost of project $ 258,343.00

Revised Federal funds $ 135,511.00

Other revisions None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 26 day of August, 1958.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By _____

State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. POLK
Division Engineer

USComm-DC 11170

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CPR8-1928
State Ore[redacted]
County Multnomah
Project No. S-198(3)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 8th day of Feb., 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 4th day of May, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 1.508 miles of grading, drainage, and 4-lane high type pavement
(Character of work)

between F.A. Route 32 in Beaverton and F.A. Route 9 in Portland
(Control points)

consisting of 1.508 miles of roadway and no (Number) bridges. [redacted]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of one hundred thirty thousand and 00/100 dollars ($ 130,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is two hundred nine thousand, nine hundred fifty and 40/100 dollars ($ 209,950.40).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL

_____
Deputy State Highway Engineer

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer, Bureau of Public Roads

—33205

Oregon State Highway Department

Federal Aid Secondary
Project No. S-190(3)

WASHINGTON COUNTY LINE-HILLSDALE SECTION OF THE

BEAVERTON-HILLSDALE HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Nov. 23, 1955

Type Code 6201
Roadway (Sta. 76+45 to Sta. 126+00)(Contract No. 4560)

All Required	Clearing and Grubbing (70%)			$ 13,300.00
4 only	Removal of Catch Basins		15.00	60.00
1,300 cu. yds.	Drainage Excavation, Unclassified		2.10	2,730.00
25,000 cu. yds.	General Excavation, Unclassified		0.55	13,750.00
89,000 yd. sta.	Short Overhaul		0.01	890.00
2,300 C-yd.sta.	Long Overhaul		0.40	920.00
1.51 mile	Finishing Roadbed and Slopes		500.00	755.00
1,400 lin. ft.	Rounding Cutbanks		0.20	280.00
10 lin. ft.	12-inch Corrugated Metal Pipe		3.60	36.00
20 lin. ft.	18-inch Corrugated Metal Pipe		4.50	90.00
930 lin. ft.	12-inch Concrete Pipe		1.30	1,209.00
440 lin. ft.	18-inch Concrete Pipe		3.30	1,452.00
70 lin. ft.	60-inch Concrete Pipe		18.00	1,260.00
20 lin. ft.	Extra for Pipe Under Pavement		3.00	60.00
2,500 lin. ft.	12-inch Sewer Pipe		1.50	3,750.00
26 only	Concrete Catch Basins		60.00	1,560.00
3 only	Concrete Manholes		165.00	495.00
210 cu. yds.	Concrete Curbs		35.70	7,497.00
120 lin. ft.	1¼-inch Electrical Conduit		1.50	180.00
25,600 cu. yds.	Coarse Crushed Material in Base		2.60	66,560.00
3,000 cu. yds.	3/4" - 0 Material in Base		2.70	8,100.00
700 M-gal.	Sprinkling		2.00	1,400.00
1.51 mile	Preparation of Base		500.00	755.00
340 cu. yds.	3/4" - 0 Material in Binder		3.00	1,020.00
54 tons	RC-3 Asphalt in Binder		35.00	1,890.00
9,200 tons	Class "B" Asphaltic Concrete		5.75	52,900.00
18 tons	RS-1 Asphalt in Tack Coat		70.00	1,260.00
25 only	Extra for Asphaltic Concrete Approaches		35.00	875.00
50 tons	RS-2 Asphalt in Pavement Seal		38.00	1,900.00
380 cu. yds.	Aggregate in Pavement Seal		4.50	1,710.00
1,200 lin. ft.	Asphaltic Concrete Traffic Markers		0.60	720.00
				$139,364.00
All Required	Flagging (57½ of Contractor's Cost)			1,500.00
		Subtotal		$140,864.00
		10% Engr. & Cont.		14,086.40
		Total		$209,950.40
	Length of Roadway	1.503 Miles		
	Cost of Roadway Per Mi.	$139,224.40		

Federal Funds	$130,000.00
State Funds	79,950.40
	$209,950.40

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds For Maint.: Chap. 529, Laws 1939.

DECEIVED

Contract No 4560

Monthly transaction number	FHWA-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
FOR FHWA 9-24		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County
7 (Revised)		Multnomah
		Project number
		US-198(4)

(4) The Project Agreement for the above-referenced project entered into between 4560 the undersigned parties and executed by the Division Engineer on January 26, 19 56, is hereby modified as follows:

Revised estimated total cost of project $ 166,640.00

Revised Federal funds $ 85,974.00

Other revisions None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 26 day of August, 19 58.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By H. H. Gillis

State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
Division Engineer

USComm-DC 11170

Form PR 2 (Revised 1950)

CPRS-1914

State Oregon

Project No. US-198(4)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of January, 1956,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 23rd day of May, 1955, a program, which was approved on the 24th day of June, 1955, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 7th day of September, 1955, and the sum of seventy-nine thousand and 00/100

dollars ($79,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 8+00 and 46+45 west of the Portland city limits,

, length 0.726 miles, in Multnomah County, being Oregon project No. US-195(4), consisting of 0.728 miles of roadway and no bridges, [redacted] of more than 20 feet clear span, [redacted]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of seventy-nine thousand and 00/100 dollars ($ 79,000.00), which does not exceed the authorized Federal pro rata share of one hundred twenty-eight thousand, fifteen and 25/100 dollars ($ 128,015.25), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)
Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL

_____
Deputy State Highway Engineer

By _____
Member, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By _____
Division Engineer,
Bureau of Public Roads.

A-152

U. S. GOVERNMENT PRINTING OFFICE: 10—11370-5

Oregon State Highway Department

Federal Aid
Project No. US-198(4)

WASHINGTON COUNTY LINE—HILLDALE SECTION OF THE

DAVIS TON—HILLSDALE HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Nov. 23, 1955

Type Code 4201
Roadway (Sta. 0+00 to Sta. 46+45)(Contract No. 4560)

All Required	Clearing and Grubbing (30%)			$ 5,700.00
2,100 cu. yds.	Drainage Excavation, Unclassified		2.10	4,410.00
46,000 cu. yds.	General Excavation, Unclassified		0.55	25,300.00
29,000 yd. sta.	Short Overhaul		0.01	290.00
500 C-yd.sta.	Long Overhaul		0.40	200.00
21,000 yd. mi.	Truck Haul		0.15	3,150.00
0.73 mile	Finishing Roadbed and Slopes		500.00	365.00
1,300 lin. ft.	Rounding Cutbanks		0.20	260.00
220 lin. ft.	12-inch Concrete Pipe		1.30	286.00
230 lin. ft.	18-inch Concrete Pipe		3.30	759.00
70 lin. ft.	24-inch Concrete Pipe		3.65	255.50
120 lin. ft.	36-inch Concrete Pipe		6.50	780.00
120 lin. ft.	48-inch Concrete Pipe		11.00	1,320.00
60 lin. ft.	60-inch Concrete Pipe		18.00	1,080.00
50 lin. ft.	Extra for Pipe Under Pavement		3.00	150.00
2 only	Concrete Catch Basins		60.00	120.00
30 cu. yds.	Concrete Curbs		35.70	1,071.00
180 lin. ft.	1½-inch Electrical Conduit		1.50	270.00
13,400 cu. yds.	Course Crushed Material in Base		2.60	34,840.00
1,700 cu. yds.	3/4" - 0 Material in Base		2.70	4,590.00
400 M-gal.	Sprinkling		2.00	800.00
0.73 mile	Preparation of Base		500.00	365.00
160 cu. yds.	3/4" - 0 Material in Binder		3.00	480.00
24 tons	RC-3 Asphalt in Binder		35.00	840.00
4,200 tons	Class "B" Asphaltic Concrete		5.75	24,150.00
8 tons	RS-1 Asphalt in Tack Coat		70.00	560.00
25 only	Extra for Asphaltic Concrete Approaches		35.00	875.00
22 tons	RS-2 Asphalt in Pavement Seal		38.00	836.00
190 cu. yds.	Aggregate in Pavement Seal		4.50	855.00
700 lin. ft.	Asphaltic Concrete Traffic Markers		0.60	420.00
				$115,377.50
All Required	Flagging (57½¢ of Contractor's Cost)			1,000.00
		Subtotal		$116,377.50
		10% Engr. & Cont.		11,637.75
		Total		$128,015.25

Length of Roadway 0.728 Mile
Cost of Roadway Per Mi. $175,845.12

Federal Funds	$ 79,000.00
State Funds	49,015.25
	$128,015.25

State Funds For Const.: Chaps. 175, Laws 1917; Chap. 31, Laws 1920; Chaps. 529, Laws 1939.

State Funds For Maint.: Chaps. 529, Laws 1939.

Oregon State Highway Department

Federal Aid Project
No. US-198(4)

WASHINGTON COUNTY LINE-HILLSDALE SECTION OF THE BEAVERTON-HILLSDALE HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, Aug. 30, 1955

Type Code 6201
Roadway (Sta. 8+00 to Sta. 46+45)

All Required		Clearing and Grubbing (30%)	$	$ 2,400.00
2,100	cu. yds.	Drainage Excavation, Unclassified	3.00	6,300.00
46,000	cu. yds.	General Excavation, Unclassified	0.75	34,500.00
29,000	yd. stas.	Short Overhaul	0.02	580.00
500	C-yd. sta.	Long Overhaul	0.40	200.00
21,000	yd. mi.	Truck Haul	0.20	4,200.00
0.73	mile	Finishing Roadbed and Slopes	1,000.00	730.00
1,300	lin. ft.	Rounding Cutbanks	0.20	260.00
220	lin. ft.	12 Inch Concrete Pipe	2.00	440.00
230	lin. ft.	18 Inch Concrete Pipe	3.50	805.00
70	lin. ft.	24 Inch Concrete Pipe	5.00	350.00
120	lin. ft.	36 Inch Concrete Pipe	8.50	1,020.00
120	lin. ft.	48 Inch Concrete Pipe	13.50	1,620.00
60	lin. ft.	60 Inch Concrete Pipe	18.00	1,080.00
50	lin. ft.	Extra for Pipe Under Pavement	3.00	150.00
2	only	Concrete Catch Basins	75.00	150.00
30	cu. yds.	Concrete Curbs	42.00	1,260.00
180	lin. ft.	1¼ Inch Electrical Conduit	1.50	270.00
13,400	cu. yds.	Coarse Crushed Material in Base	2.60	34,840.00
1,700	cu. yds.	3/4" - 0 Material in Base	2.75	4,675.00
400	M-gal.	Sprinkling	2.50	1,000.00
0.73	mile	Preparation of Base	200.00	146.00
160	cu. yds.	3/4" - 0 Material in Binder	4.00	640.00
24	tons	RC-3 Asphalt in Binder	35.00	840.00
4,200	tons	Class "B" Asphaltic Concrete	6.00	25,200.00
8	tons	RS-1 Asphalt in Tack Coat	40.00	320.00
25	only	Extra for Asphaltic Concrete Approaches	25.00	625.00
22	tons	RS-2 Asphalt in Pavement Seal	40.00	880.00
190	cu. yds.	Aggregate in Pavement Seal	4.50	855.00
700	lin. ft.	Asphaltic Concrete Traffic Markers	1.00	700.00
				$127,036.00
All Required		Flagging (57½% of Contractor's Cost of Flagging)		1,000.00
			Subtotal	$128,036.00
			10% Engr. & Cont.	12,803.60
			Total	$140,839.60

Length of Roadway 0.728 mile
Cost of Roadway per Mile $193,460.98

Federal Funds	$ 84,000.00
State Funds	56,839.60
	$140,839.60

RECEIVED
SEP 10 1958
FOR FILING

7a-1

Salem, Oregon
August 7. 1958

Illumination intersections
Shattuck Road and S. W. 42nd
on Beaverton-Hillsdale Hwy.

F. E. Crandall
Traffic Engineer
BUILDING

Dear Mr. Crandall:

The State Highway Commission at its meeting on July 31, 1958 discussed the matter of illuminating county road intersection of the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway where left-turn slots are provided, particularly at Shattuck Road and at S. W. 42nd Avenue. The Engineer estimated the cost involved at $2,700 and recommended approval of the work to be done with state forces. The Commission adopted the recommendation and authorized him to proceed with the work.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

FORM E-20 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 16, 1958

SUBJECT: Proposed Intersectional Illumination
Washington County Line-Hillsdale Section
Beaverton-Hillsdale Highway, No. 40

To: G. S. Paxson
Assistant State Highway Engr.
Office

You will recall that sometime ago we submitted to you a report recommending the installation of luminaire units at certain of the channelized intersections on the Washington County line-Hillsdale section of the Beaverton-Hillsdale Highway. The report was returned to us with a request for additional supporting data.

There is attached one copy of a report prepared by Mr. George of this office with traffic volume and accident data and plans showing proposed treatment. You will note that it is recommended that the Shattuck Road and 42nd Avenue intersections be illuminated at an estimated cost of $2,700.

V. P. Johnson
Traffic Control Engineer

VPJ:kg
Attachment

RECEIVED
JUN 18 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—67,500—6-57—6594

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 9, 1958

SUBJECT: Proposed Illumination
Washington County Line
Hillsdale Section
Beaverton-Hillsdale Highway
Hwy. No. 40

To: Val Johnson
Traffic Control Engineer
OFFICE

Some time ago a representative of our office met in the field with Mr. Phil Huntley, District Maintenance Superintendent, and Mr. Johnson, Assistant Division Engineer, to discuss the desireability of illuminating several intersections on the above mentioned section of the Beaverton-Hillsdale Highway. The three intersections under question are S. W. 42nd Avenue, S. W. Martha Street, and Shattuck Road. These intersections are shwon on the attached orientation map. If you will recall, this section has recently been widened to four lanes with a jiggle bar divider installed at the Shattuck Road Intersection. This divider takes the form of a left turn refuge with the channelizing island being constructed from our standard asphaltic concrete markers. Evidently since the widening to four lanes, traffic has experienced some confusion in making left turns from the Beaverton-Hillsdale Highway during the hours of darkness. The following tabulation shows volume data taken by machine counts and also shows night time accident summary.

Location	24-hour Volume	Night time Accidents
ORE10	9,000	
Shattuck Road	1,800	1
ORE10	8,900	
Martha Street	600	0
ORE10	9,800	
S. W. 42nd Avenue	1,000	0

As may be seen from this tabulation, the volumes on the Beaverton-Hillsdale Highway are relatively heavy while the side street volumes, except for Shattuck Road, are relatively light. The night time accident tabulation does not indicate an adverse night time accident experience at any of these locations. However, it should be realised that this section of highway has not been opened to four lane traffic for a long enough period to get a reliable

FORM E-30X—67,500—8-57—6584

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 9, 1958

SUBJECT: Proposed Illumination
Washington County Line
Hillsdale Section
Beaverton-Hillsdale Highway
Hwy. No. 40

To: Val Johnson
Traffic Control Engineer
OFFICE

Some time ago a representative of our office met in the field with Mr. Phil Huntley, District Maintenance Superintendent, and Mr. Johnson, Assistant Division Engineer, to discuss the desireability of illuminating several intersections on the above mentioned section of the Beaverton-Hillsdale Highway. The three intersections under question are S. W. 42nd Avenue, S. W. Martha Street, and Shattuck Road. These intersections are shwon on the attached orientation map. If you will recall, this section has recently been widened to four lanes with a jiggle bar divider installed at the Shattuck Road Intersection. This divider takes the form of a left turn refuge with the channelising island being constructed from our standard asphaltic concrete markers. Evidently since the widening to four lanes, traffic has experienced some confusion in making left turns from the Beaverton-Hillsdale Highway during the hours of darkness. The following tabulation shows volume data taken by machine counts and also shows night time accident summary.

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S. W. 42nd Avenue	1,000	0

As may be seen from this tabulation, the volumes on the Beaverton-Hillsdale Highway are relatively heavy while the side street volumes, except for Shattuck Road, are relatively light. The night time accident tabulation does not indicate an adverse night time accident experience at any of these locations. However, it should be realized that this section of highway has not been opened to four lane traffic for a long enough period to get a reliable

accident sample. Therefore, the accident data shown in the tabulation would not necessarily reflect the difficulties which drivers are experiencing when making left turns from the highway into the side streets under question. The writer did make a night time investigation of these several intersections in order to determine if complaints regarding the left turn maneuvers were valid. It was found that the complete absence of any background illumination from business establishments at Shattuck Road and at S. W. 42nd Avenue did produce a condition whereby it was difficult to determine the proper path to negotiate when making a left turn. At the intersection of Martha Street, there are some business establishments in the vicinity and no particular difficulty was experienced in making a left turn at this intersection.

In the original construction authorization, there was requested $1,500 for illuminating the Shattuck Road Intersection, and $2,200 for illuminating the Dosch Road Intersection for a total of $3,700 for illumination. During the field meeting mentioned above, the Dosch Road Intersection was not discussed since it lies inside the Portland city limits. However, approximately a year and a half ago the writer was instructed to contact Mr. Carl Landell, who was Utilities Engineer for the City of Portland at that time. This contact was made with respect to the future installation of illumination at Dosch Road. The plan, as proposed by the State at that time, included the installation of two mercury vapor units at Dosch Road with the State performing the installation and the City of Portland accepting maintenance and power consumption. Since the City of Portland is now illuminating their major arterial streets, it is recommended that the proposed lighting at Dosch Road be deferred till such time as it can be determined what the city of Portland plans for their section of the Beaverton-Hillsdale Highway.

With respect to the three intersections concerned under this investigation, it is recommended that on the basis of the above mentioned facts, two mercury vapor units be installed at the Shattuck Road Intersection and two mercury vapor units be installed at the S. W. 42nd Avenue Intersection. It is further recommended that any lighting at Martha Street be deferred at this time. The total estimated cost of illuminating the two intersections mentioned above is $2,700. As stated previously, there is money included in the original authorization for illumination and this work could be performed by our own State forces.

L. E. George
Traffic Operations Engineer

LEG:bb

Attachment

Intersection Investigated

Illumination Recommended

LEGEND

- SEAPLANE BASE CIVIL
- AIRWAYS LIGHT BEACON
- WEATHER OBSERVATION STATION
- WAREHOUSE
- STOCK LOADING PEN
- POWER PLANT-HEATING PLANT-PUMP HOUSE

SEC. 36 T. 1 N. R.

SEC. 31-32-33-34 T. 1 N. R.

SEC. 3-4-5-6-7-8-9-10-15-16-17-18 T. 1 S. R.

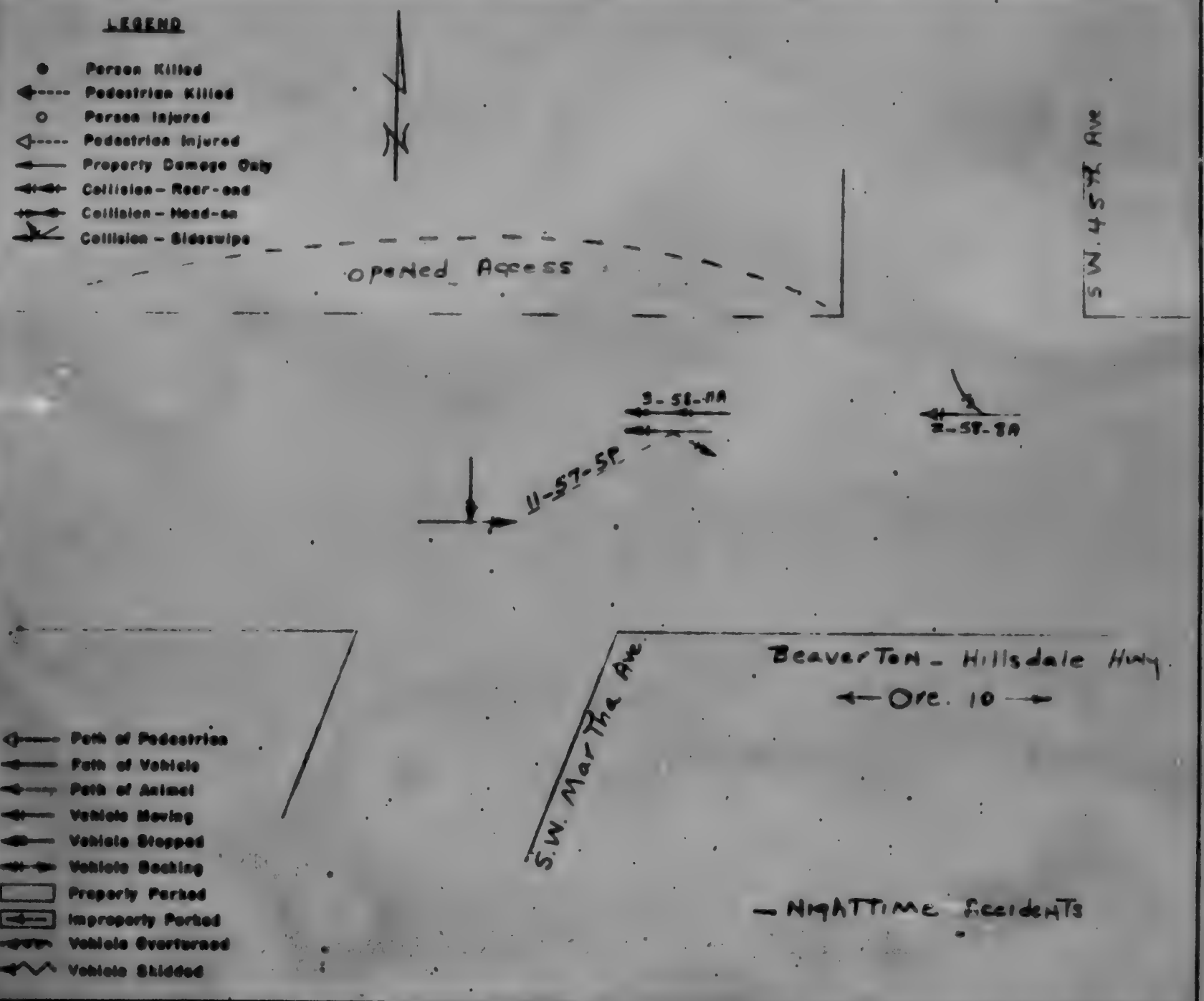
PORTLAND AND VICINITY (3)

MULTNOMAH COUNTY OREGON

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of W of Portland County Multnomah
Intersection of Beaverton-Hillsdale and S.W. Marthat - 75th Ave.
Highway Number 40 (Ore. 10) M.P. 4.41 To M.P. 4.42
Period Covered 11-1-57 To 4-30-58
Compiled by C.S. Drawn by _____ Date 6-6-58



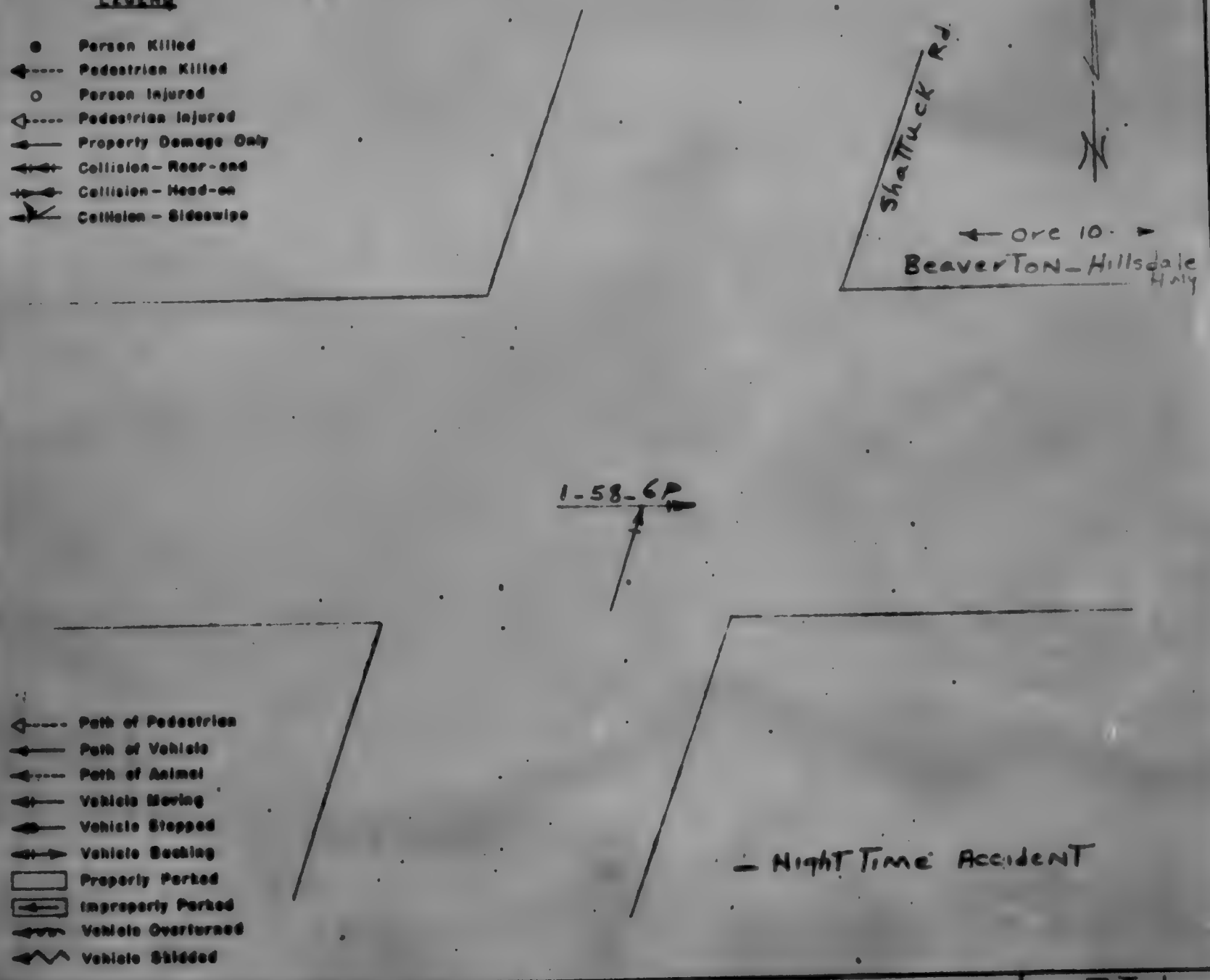
Collision Type	11-1-57 To 12-31-57				1-1-58 To 4-30-58												TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle			1	1															1	1
Head-on																				
Rear-end							1	1											1	1
Sideswipe																				
Turning Movement							1	1											1	1
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL			1	1			2	2											3	4

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of W. of Portland County Multnomah
Intersection of Beaverton-Hillsdale Hwy and Shattuck Rd
Highway Number 40 (Ore. 10) M.P. 3.99
Period Covered 11-1-57 To 4-30-58
Compiled by C.S Drawn by _____ Date 4-[illegible]-58

LEGEND

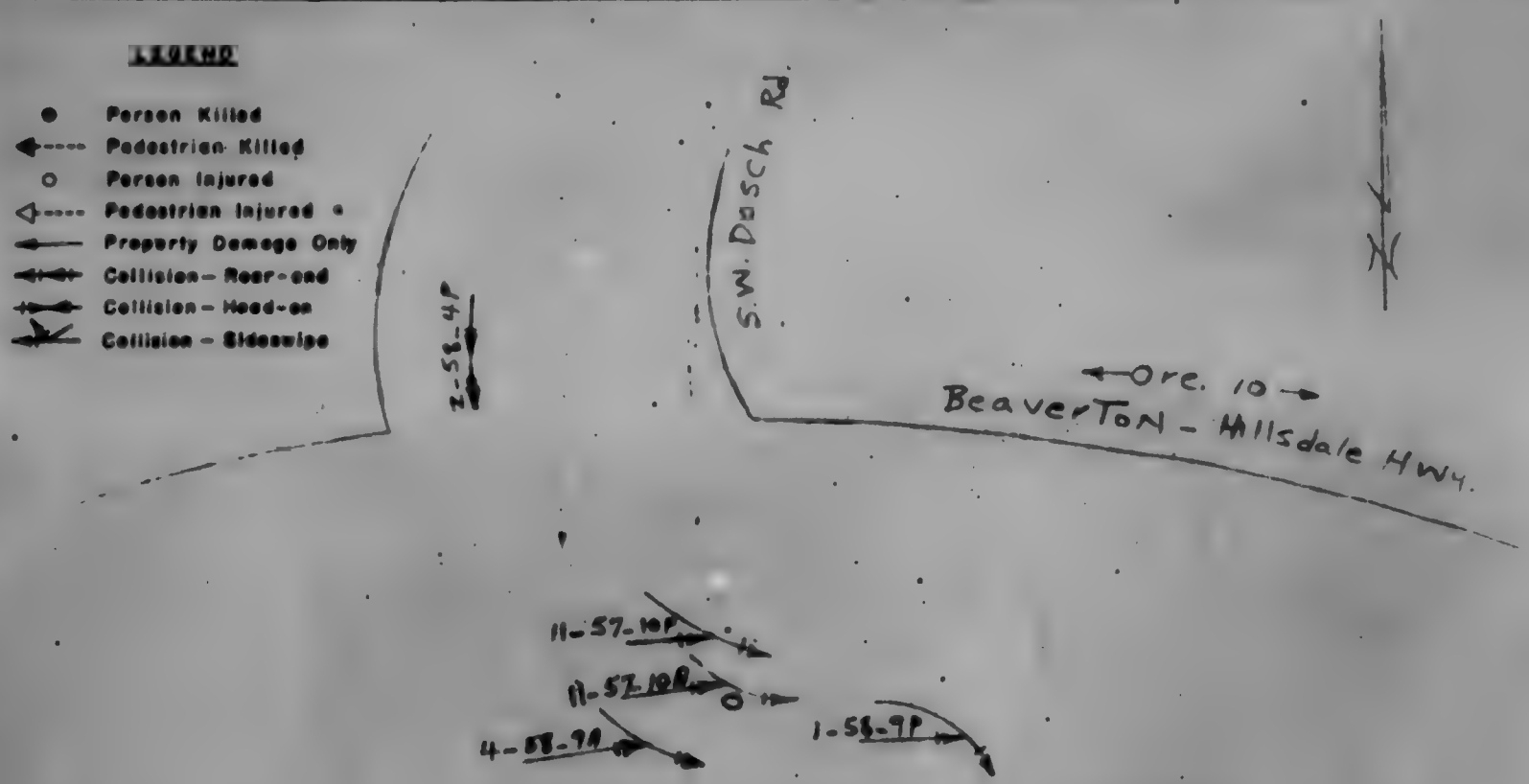
- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe
- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded



Collision Type	11-1-57 To 12-31-57				1-1-58 To 4-30-58												TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle							1	1											1	1
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL				0			1	1											1	1

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

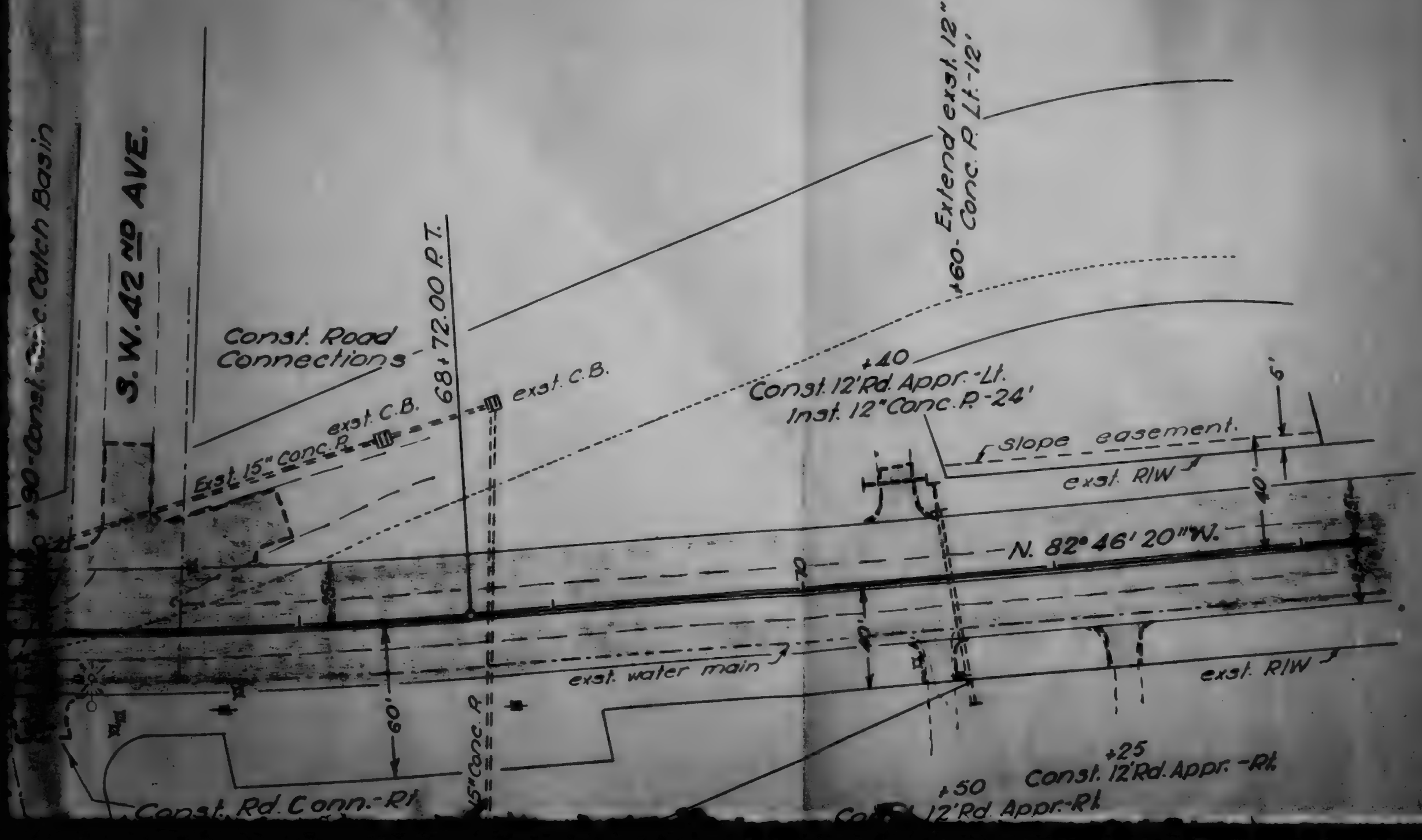
City of PorTland County
Intersection of BeaverTon-Hillsdale and
Highway Number 40 (Ore 10)
Period Covered 11-1-57 to
Compiled by C. S Drawn by Date



– NighT Time AccidenTs

Collision Type	11-1-57 To 12-31-57				1-1-58 To 9-30-58												TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on																				
Rear-end							1	1											1	1
Sideswipe																				
Turning Movement		1	1	2			2	2										1	3	4
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		1	1	2			3	3										1	4	5

WASH. CO. LINE-HILLSDALE SECT. BEAVERTON-HILLSDALE HWY. MULTNOMAH COUNTY				SHEET No. 6
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-198(3)		See Index



SEC. 17, T. 1 S., R. 1 E., W.M.

S. W. 42ND AVE.

+10
Const. 12' Rd Appr. -Lt.
Const. 12" Conc. P-24"

62+21.22 P.C.S.

150' Spiral
S 2°15'
a 2.0

63+71.22 P.T. Bk. =
63+69.66 P.O.T. Ah. = EQUATION

64.00 P.C.

+50-Const. Conc. Catch Basin

2°30' C.L.
TA 11°48'20"
Ts 236.96'

+90-Const. Conc. Catch Basin

+95
Const. 10' Dwy. - Lt.

50'

℄ slope easement

Const. Conc. Curb - Type "C"

Const. Rd Appr. Lt.

N. 70°58' W.

Const. 12" Conc. Sewer P-210'

65'

+80
Const. 12' Rd. Appr.-Rt.

+20
Const. 12' Rd. Appr.-Rt.

+00
Const. 12' Rd. Appr.-Rt.

Const. Conc. Curb-Type "C"

N. 57° 45' 20" W.

74'

57+80.85 P.S.

150' Spiral
S 2° 15'
a 2.0

59+30.85 P.S.C.

exst. R/W

edge exst. pvmt.

exst. gas main

edge paved shoulder

60'

24'

+10
Const. 12' Rd Appr.
Inst. 12" Conc. p-2

3° C. L.
TA 13° 12' 40"
T3 296.22'

+79.54

exst. R/W

+80
Const. 12' Rd. App

Note - Depress curbs at all driveway openings. Widths as directed.

Note - Depress curbs at all driveway openings. Widths as directed

+80
Const. 12' Rd.

+10
Const. 12' Road Appr. - Li
Install 12" Conc. P-24
Dr. Exc. 3 C.Y.

+8
Const. 12' Ro

332+67

235

230

225

220

200' V.C.

150

2.1%

+80
Const. 12' Rd. Appr.-Rt.

+20
Const. 12' Rd. Appr.-Rt.

+00
Const. 12' Ro

Proposed Mercury Vapor Luminaire Unit.

+10
Const. 12' Road Appr. - Lt.
Install 12" Conc. P-24"
Dr. Exc. 3 C.Y.

+80
Const. 12' Road Appr.-Rt.

+95
Const. 10' Dwy. - Lt.

+20
Const. 12' Road Appr. Rt.

+35
Const. 12' Road Ap

Const

Const. 58' Const. Conc. Curb & Gutter

Install 12" Conc
Dr. Ex

Finished Grade - Lt.

-2.18

100' V.C.

-1.31

101.56

Elev. 922.27

900

exst. water main

60'

Exst. 15" Conc. P.

+00
Const. 12' Rd. Appr.-Rt.

Const. Rd. Conn.-Rt.

S.W. 42ND AVE.

+50 Cons
Const. 12' Rd. Appr.-R

ESTIMATED COST $1800.00
(Wood Poles)

...re Unit.

+00
Const Road Connection-Rt

+35
Const. 12' Road Appr. Lt.

+30
Const. Road Connection Lt.

+40
Const. 12' Road Ap
Install 12" Conc.
Dr. Exc. 3 C

+00
Const. 12' Road Appr. Rt.

+10
Const Road Connection-Lt.

+50
Const. 12' Roa

Cons

+50 Const. Conc. Catch Basin

+90 Const Conc. Catch Basin

Install 12" Conc. Sewer P. -240'
Dr. Exc. 53 C.Y.

Finished Grade-Lt. & Rt.

Exst. Water

60'

Exst. 15" Conc. P.

Const. Rd. Conn.-Rt.

S.W. 42ND AVE.

+50
Const. 12' Rd. Appr.-Rt.

+25
Const. 12' Rd. Appr. -Rt.

ESTIMATED COST (Wood Poles) $1800.00

+00
Const. Road Connection-Rt

+30
Const. Road Connection-Lt.

+10
Const. Road Connection-Lt.

+40
Const. 12' Road Appr. -Lt
Install 12" Conc. P. -24'
Dr. Exc. 3 C.Y.

+50
Const. 12' Road Appr. Rt.

+25
Const. 12' Road Appr. Rt.

d Appr. Rt.

P.-240'

Y.

+90 Const. Conc. Catch Basin

Exist. 12" Road Drain

C.Y.

320

Const. Road Connection Ft.

Appr Rt.

+90 Const Conc Curb Gutter

P-240'

-1.31

Exc. 273

Emb. 210

Emb. 222

Exc. 1694

Emb. 1303

S.O.H. 547 Yd. S

+50

Const. 12' Road Appr. Rt.

+25

Const. 12' Road Appr. Rt.

4" Conc. Pavt. Extra Width Pavt. 20' Conc. 2' Gr.

320

315

310

305

fr. Sta 14+80

70

+80
Const 12' Road Appr Rt.

+20
Const 12' Road Appr Rt.

+00
Const 12' Road Appr Rt.

Const. Curb Cut

Install 12" Conc. Sewer P. -240'
Dr. Exc. 53 C.Y.

Finished Grade = 11'11 & P.I.

101.56

-1.31

100' V.C.

Exc. 941
Emb. 725

Exc. 943

EQUATION

63+11.22 P.T. Bk. =

63+69.66 P.O.T. Ah. =

65

Const. 12

335

330

325

320

332

406' V.C.

-1.50

-2.18

Exc. 1146
Emb. 882

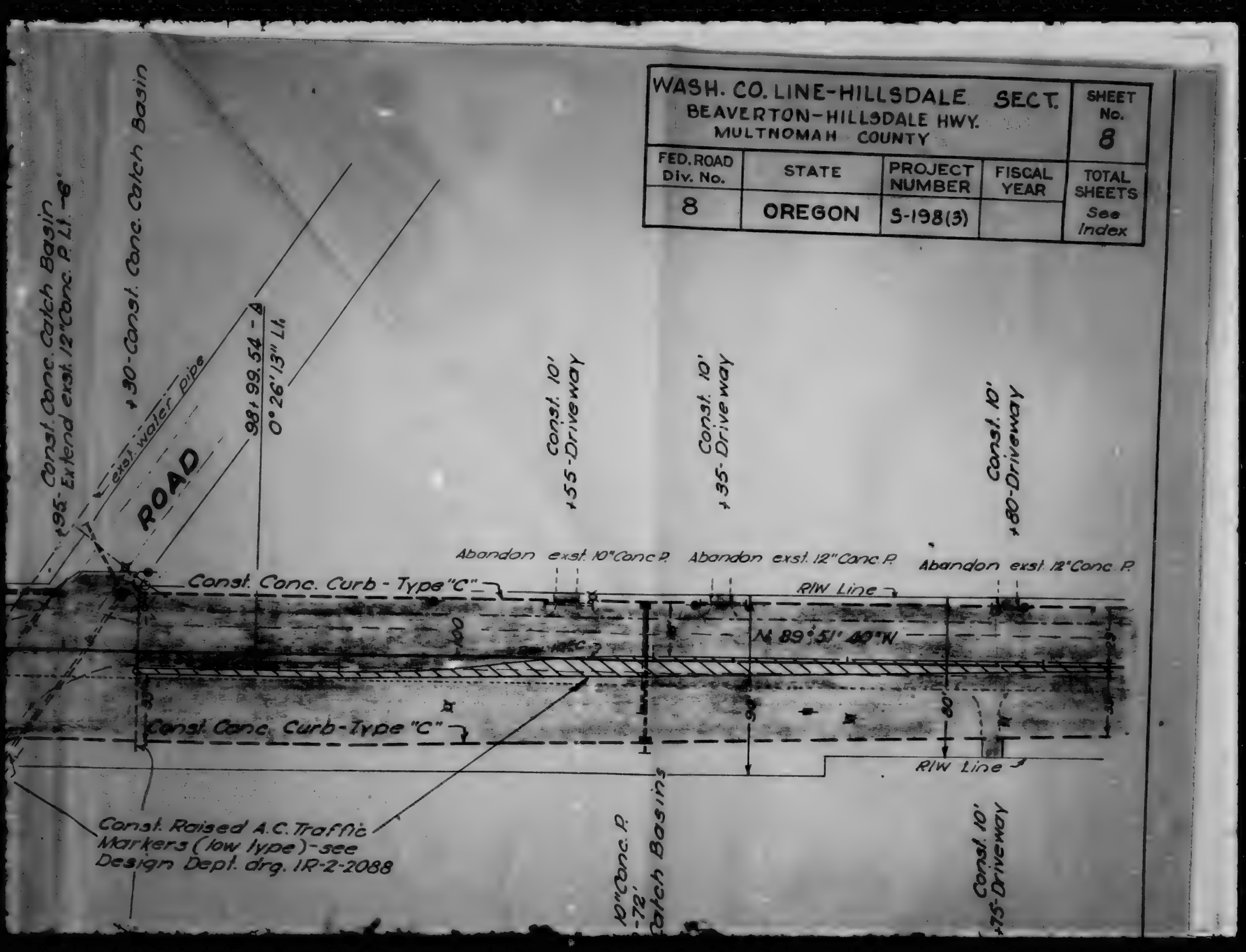
To Sta. 55+15

S.O.H. 2974 Ya. Sta.

56

60

WASH. CO. LINE-HILLSDALE SECT. BEAVERTON-HILLSDALE HWY. MULTNOMAH COUNTY				SHEET No. 8
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-198(3)		See Index



SEC. 18, T. 1 S., R. 1 E., W.M.

+10-Driveway

+40-Const. Conc. Catch Basin

+55-Driveway

+00-Driveway

+15-Const. Conc. Catch Basin

+45-Driveway

+95-Driveway

+95-Const. Conc. Catch Basin

Ex: Extend exst. 12"Conc. P. Li.-6"

st. 12"Conc. P.

P. Abandon exst. 12"Conc. P.

Abandon exst. 15"Conc. P.

Abandon exst. 12"Conc P.

Abandon exst. 12" Conc. P.

Inst. 12" Sewer P-270'

Inst. 12" Sewer P-279'

R/W Line

exst. water main

95'

Rev. 10"

+00

Const. 12' Rd. Appr.-Rt.

+50

Const. 12' Rd. Appr.-Rt.

R/W Line

exst. 12" Conc. P.

exst. 12" Conc. P.

ck

ieway

RW Line

Abandon exst. 8" Conc. P.

TS
8°C.L.
34°29'37"
323.001

+70-Const. Conc. Catch Basin

88+98.88 P.C.S.

exst. water pipe

AVE.

Inst. 12" Sewer P.-105'

12"C.M.P.-Lt. 6'
Catch Basin.

exst. 12" C.M.P.

90

100

R/W Line

Const. Conc. Curb-Type "C"

200' Spiral
S 8°00'
a 4.0

80'

90+98.88 P.T. Bk.=
90+95.32 P.O.T. Ah.= EQUATION

Inst. 1¼"
+30- Elect. Conduit-
35'

70'

exst. gas main

Abandon exst. 12" Conc. P.

Abandon exst. 10" Conc. P. Abandon

+50-Driveway

+10-Driveway

+40-Const. Conc. Catch Basin

+55-Driveway

Inst.

Note: Depress curbs at all driveway

S.W. 50

180. Extend Exst. 12"C.M.P.
Const. Conc. Cat

Note:- Depress curbs at all driveway openings. Widths as directed.

Pro.

105.51 12" Sewer P-105'
Dr. Exc. 30 C.Y.

290

285

280

-130

284.30

180. Extend Exst. 12"C.M.P. 11-6"
Const. Conc. Catch Basin
Dr. Exc. 17 C.Y.

103.56

284.30

150
Abandon exst. 10" conc. P

10
Abandon exst. 12"

Abando

Exc. 421
Emb. 321

AREAS CHECKED

NO.

hs as directed.

SHATTUCK

Proposed Mercury Vapor Luminaire Unit

+40 Const. Conc. C.B.

+35 Driveway

+10 Driveway

+100 Const. 12" Rd. Addr. Rt.

+30 Const. 12" Rd. Addr. Rt.

-1.13

Finished Grade -11' Lt. & Rt.

+15 Const. Conc. C.B.

+45 Driveway

+95 Driveway

+95 Abandon exst. 12" Conc. P.

Inst. 12" Sewer P-279'
Dr. Exc. 85 C.Y.

+10 Abandon exst. 12" Conc. P.

+55 Abandon exst. 12" Conc. P.

+50 Abandon exst. 12" Conc. P.

300' V.C.

+45 Abandon exst. 15" Conc. P.

Inst. 12" Sewer P-270'
Dr. Exc. 80 C.Y.

+50

exst. 10" conc. P.

Exc. 1002
Emb. 711

Exc. 130
Emb. 100

Exc. 862

Const. Conc. C.B.
+95- Extend exist. 12" conc. P. 11'-8"
Dr. Exc. 1 C.Y.

+30- Const. Conc. C.B.

+40 - Inst. 1 1/4" Elec
Conduit -80

ESTIMATED COST ... $1800.00
(Wood Poles) ...

267.67

+35 - Const. 10' Driveway - Lt.

Abandon exist. 10" conc. P.
+95- Inst. 18" conc. P. - 12'
Const. 2 conc. C.B.s.
Dr. Exc. 40 C.Y.

+35 - Const. 10' Driveway - Lt.

+75 - Const. 10' Driveway - Rt.
+80 - Const. 10' Driveway - Lt.

Abandon exist. 12" conc. P.

+35 Abandon exist. 10" conc. P.

Abandon ex
+95- Inst. 18" Conc.
Const. 2 Conc

Exc. 9.60
Emb. 7.28

-0.94

2.63

Abandon exist. 12" cmp.

Abandon exist. 18" cmp. & 24" cmp.

Abandon exist. 24" cmp.

Abandon exist. 30" cmp.

Abandon exist. 36" cmp.

Abandon exist. 42" cmp.

Abandon exist. 48" cmp.

Abandon exist. 54" cmp.

Abandon exist. 60" cmp.

Abandon exist. 72" cmp.

Abandon exist. 84" cmp.

Abandon exist. 96" cmp.

Abandon exist. 108" cmp.

Abandon exist. 120" cmp.

Abandon exist. 132" cmp.

Abandon exist. 144" cmp.

Abandon exist. 156" cmp.

Abandon exist. 168" cmp.

Abandon exist.

+100
Const. Prpd. Appr. - 21.
-1.13 Finished Grade - 11' Lt & Rt.
+95
Abandon exst. 12" Co
Inst. 12" Sewer P-279'
Dr. Exc. 83 C.Y.
+50
Abandon exst. 12" conc. P.
300' V.C.
+45
Abandon exst. 15" conc. P.
+50
+150
Abandon exst. 10" conc P
+10
Abandon exst. 12" conc. P
+55
Abandon exst. 12" conc. P
Inst. 12" Sewer P-270'
Dr. Exc. 80 C.Y.
Exc. 1002
Emb. 771
Exc. 862
S.O.H. 1370 Yd. Sta.
S.O.H. 7410 Yd. Sta.
L.O.H. 152 "C" Yd. Sta.

285

280

-130

2843.70

Disposal Pipe Conc. 42"

Disposal Pipe Conc. 48"

Disposal Pipe Conc. 48"

103.56

2843.70

+50

Abandon exst. 10' conc P

+10

Abandon exst. 12' con

+5

Abandon

Exc.
Emb.

Exc. 421
Emb. 324

Emb. 663

Emb. 950

S.O.H. 137

S0°98'88" P.T. Bk.:

S0°95'82" P. O.T. Ah.:

SOUTHERN

90

RECEIVED
AUG 4 1958
FOR FILING

4 IV (2)
W-4-13(2)
4560

Salem, Oregon
August 1, 1958

Illumination intersections
Shattuck Road and S. W. 42nd
on Beaverton-Hillsdale Highway

Mr. F. B. Crandall

The Highway Commission authorized the illumination of the left-turn slots at the intersections of Shattuck Road and S. W. 42nd Avenue with the Beaverton-Hillsdale Highway. Your estimated cost was $2,700 and you may proceed with state forces.

G. S. Paxson

cc Mr. W. C. Williams
Mr. L. A. Gladeyer

RECEIVED
JUN 23 1958
FOR FILING

S-198(3)
US 198(4)
4560

June 20, 1958

Oregon State Highway Commission

Gentlemen:

In the project authorization for the Washington County Hwy-Hillsdale Section of the Beaverton-Hillsdale Highway there is an item in the amount of $3,700 for illumination at county road intersections where left-turn slots are provided. The grading and paving have been finished, but the illumination was deferred until further study as to the need.

The road is now in operation and the conditions of the intersections at Shattuck Road and at S. W. 62nd Avenue are such that illuminations are advisable. The estimate of cost for these two intersections is $ .700. We propose to proceed with the installation with state forces, and I recommend your approval of the project.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson
Mr. C. H. Maison

GSP:gm hi

RECEIVED
JUN 4 1958
FOR FILING

S-198(3)
US-198(4)
4560

Salem, Oregon
June 3, 1958

Mr. Tom Edwards

I have approved a permit allowing a Mrs. Jane B. Berts to maintain steps and porch of a house at the intersection of S. W. 47th Avenue and the Beaverton-Hillsdale Highway. This is at M.P. 4.42, Highway Engineer's Station 75+00. It appears that in the condemnation proceedings no allowance was made for the removal of this porch. The permit was recommended by the Right of Way Department.

O. S. Paxson

OSP:gm

cc Mr. W. C. Williams
Mr. Durrant Cooper
Mr. F. W. Turner

RECEIVED
JUN 4 1958
FOR FILING

X 198 (3)
(A-198 (4)
4560

Salem, Oregon
June 3, 1958

Mr. Tom Edwards

I have approved a permit allowing a Mrs. Jane B. Bertz to maintain steps and porch of a house at the intersection of S. W. 45th Avenue and the Beaverton-Hillsdale Highway. This is at M.P. 4.42, Highway Engineer's Station 75+00. It appears that in the condemnation proceedings no allowance was made for the removal of this porch. The permit was recommended by the Right of Way Department.

C. S. Pearce

CSP:gm

cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. F. W. Farrar

RECEIVED
APR 8 1958

OREGON STATE HIGHWAY DEPARTMENT
(date)

FOR FILING April 4, 1958

File

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
S-198(3)4 U.S. 198(4)			
4560 (VOUCHER NO.)	4320 (WARRANT NO.)	18 Final	Porter W. Yott (AMOUNT) (DATE)
7001	H 20864	$10,519.42	4/3/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G R Whitehouse
ACCOUNTING DIVISION

Specified completion date: Aug. 31, 1956

Time Extensions: Nov. 12, 1957

Completion Date: Nov. 12, 1957

Date Accepted: Feb. 27, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Apr. 4, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: APR 7 1958
G.R.W.

NOTED ON CARD

RECEIVED
APR 3 1958
FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
H. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

-191(3)4
UA-191(14)
4560

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 1, 1958

730

A. M. Andrews
4621 S.W. Beaverton Hillsdale Hwy.
Portland 19, Oregon

Re: Washington Co. Line-Hillsdale Sec.
Beaverton-Hillsdale Highway
Prefix 26-1058, Cont. 4560

Dear Mr. Andrews:

Your letter of March 20, 1958, directed to Mr. W. C. Williams, State Highway Engineer, has been referred to me for answer.

I have reviewed the file in this case and it is my opinion that there is no liability on the part of the State in the matter of the adjustment of your door and foundation as claimed by you.

Consequently, I will recommend to the Highway Commission that your claim in the amount of $206 be denied.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:hr
cc: Forrest Cooper

RECEIVED
APR 4 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

ASSIGNMENT

Date: March 21, 1958 No. 730 By FC

Description: Letter of March 20 by A. M. Andrews, Portland, regarding raising of grade to loading dock of A. M. Andrews Co. He encloses statement from Barnard and Kinney for alterations and states that he believes Highway Department should take care of it.

Acknowledged by ____ Referred to Lindas / Edwards

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr. _____
__Contact correspondent and report

Remarks: Please prepare reply--be sure we are right.

FC

PLEASE RETURN TO FORREST COOPER

Executed 4-2-58 Report Received _____

me

CHerry 4-1163

ALE HIGHWAY • PORTLAND 19, OREGON

e Andrews 2-Tube Sprinkler

March 20, 1958

Cooper

State Highway Engineer

PLEASE RETURN TO FORREST COOPER

te Highway Engineer

of March 18th in regard to the raising
k. Formerly our dock was at truck
and time saving in unloading trucks
of approximately 10,000 pounds and
d 500 pounds. If the door and founda-
uld have had a grade that would drop
3 feet 10 inches in 10 feet 6 inches which would have made it im-
possible to get a freight van truck up to our door.

#4560

I was in the east several months last fall and in my absence my forman was advised that if the foundation was raised they would fill in the driveway otherwise they would go past the building and leave this steep grade. Therefore, he had the necessary alterations made which is now not as convenient and much more time consuming in loading and unloading trucks.

Therefore, I feel the Highway Department should take care of the expenses. I am enclosing a statement from Barnard and Kinney for the alterations. We would appreciate hearing from you.

Very truly yours,

A. M. Andrews

AMA:ak

RECEIVED
MAR 21 1958
OREGON
STATE HIGHWAY COMMISSION

A.M. ANDREWS CO.

CHerry 4-1163

4621 S.W. BEAVERTON HILLSDALE HIGHWAY • PORTLAND 19, OREGON

Manufacturers of The Andrews 2-Tube Sprinkler

March 20, 1958

RECEIVED
Cooper
By State Highway Engineer

State of Oregon
State Highway Department
Salem, Oregon

PLEASE RETURN TO
FOREST GROVE

ATTENTION: W. C. Williams, State Highway Engineer

Dear Mr. Williams:

This will refer to your letter of March 18th in regard to the raising of the grade to our loading dock. Formerly our dock was at truck level which was very convenient and time saving in unloading trucks as we receive plastic in loads of approximately 10,000 pounds and each roll weighs between 400 and 500 pounds. If the door and foundation had not been raised, we would have had a grade that would drop 3 feet 10 inches in 10 feet 6 inches which would have made it impossible to get a freight van truck up to our door.

X 4560

I was in the east several months last fall and in my absence my forman was advised that if the foundation was raised they would fill in the driveway otherwise they would go past the building and leave this steep grade. Therefore, he had the necessary alterations made which is now not as convenient and much more time consuming in loading and unloading trucks.

Therefore, I feel the Highway Department should take care of the expenses. I am enclosing a statement from Barnard and Kinney for the alterations. We would appreciate hearing from you.

Very truly yours,

A. M. Andrews

AMA:ak

RECEIVED
MAR 21 1958
OREGON
STATE HIGHWAY COMMISSION

BARNARD KINNEY
BUILDING CONTRACTORS
BEAVERTON OREGON
4200 S. W. 103RD COURT
MI 4-1543 MI 4-5651

November 26, 1957.

A. M. Andrews Company
4621 S. W. Beav.- Hillsdale Hwy.
Portland, Oregon.

Dear Sirs:

Labor and materials to raise overhead door due to highway improvement.

Materials:

Concrete	$42.43	
Nails	1.00	
Labor and insurance	147.18	190.61
Profit and Overhead		15.39
Total Bill		$206.00

BARNARD AND KINNEY

RECEIVED
MAR 31 1958
FOR FILING

S 178(2)
US 178(4)
4560

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1958

SUBJECT: Proposed Intersection Illumination
Washington County Line-Hillsdale
Section
Beaverton-Hillsdale Highway

To: D. S. Paxson
Assistant State Highway Engineer
Office

There are attached spot plans and a letter from Mr. George of this office on the above subject. You will note that it is recommended that some $5,400 in illumination is recommended at three intersections in this section. Sufficient money has been provided in the original construction authorization to care for the illumination of these intersections and your approval is recommended.

F. B. Crandall
For Traffic Engineer

VPJ:ig
Attachments
cc: Forrest Cooper

RECEIVED
MAR 27 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 27 1958
FOR FILING
S-198 13
4516

March 26, 1958

Jachetta and Lemergan
Attorneys at Law
Equitable Building
Portland 4, Oregon

Attention Mr. James F. Lemergan

Gentlemen:

This will acknowledge your letter of March 18, which has to do with a permit matter on the Mrs. Jane E. Berts property on the Beaverton-Hillsdale Highway. A copy of your letter is being transmitted to our Division office at Portland, and I am asking that our Division Engineer look into this matter and advise you directly whether the request can be granted and to take the necessary steps to initiate a permit should this action be indicated.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. A. G. Skelton - Please handle this matter.

FC:mc fn

JACHETTA AND LONERGAN
ATTORNEYS AT LAW
EQUITABLE BUILDING
PORTLAND 4, OREGON

JAMES F. LONERGAN
ERNEST M. JACHETTA

MILTON O. BROWN

March 18, 1958

State of Oregon
State Highway Department
Salem, Oregon

Re: File Number 23178-L-2437

Gentlemen:

As you will learn from the above file our office represents Mrs. Jane B. Bertz who is the owner of the premises described therein.

Because of the widening of the Beaverton-Hillsdale Highway it has been necessary for Mrs. Bertz to attempt to make a parking site available for customers of the tenant in the building on her property. The right of way line goes up to and adjacent to a cement porch in the front of her building. The porch is so high that it is awkward for customers to reach the porch and go into the building without a step being provided on the highway shoulder adjacent to the porch.

We would appreciate your advising us whether or not you would have any objection to Mrs. Bertz building a step at the place described.

Yours very truly,

JACHETTA & LONERGAN

James F. Lonergan

JFL:djs

RECEIVED
MAR 20 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

RECEIVED
MAR 26 1958
FOR FILING

Mar. 26, 1958

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4560 for grading and paving on the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah County was completed by the contractor, Porter R. Yett, on Nov. 12, 1957, and was formally accepted by the Highway Commission on Feb. 27, 1958.

Final payment in the amount of $10,519.42 will be released to the contractor on or after Apr. 5, 1958. The total contract amount is $351,698.53, of which amount $7,082.56 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Tobe, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
MAR 26 1958
FOR FILING

NOTE: W. C. WILLIAMS — W.C. Williams — March 21, 1958

Washington Co. Line-Hillsdale
Contract # 4560

S-198(3)
S-198(4)
4560

FINAL COST ANALYSIS
Grading & Paving
Contractor - Porter W. Yett
Resident Engineer, Roy W. Pyle

Beaverton-Hillsdale Hwy.
Prefix #26-1058
Project # S 198 (3)
US 198 (4)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	$19,000.00		$ 9,856.67	$ 19,000.00
Removal of Catch Basins	7	Each	15.00	$ 10.81	75.67	105.00
Drainage Excavation	2,232.28	Cu.Yd.	2.10	1.94	4,337.38	4,687.79
General Excavation	67,028.3	Cu.Yd.	.55	.50	33,398.89	36,865.57
Short Overhaul	128,677.9	Yd.Sta.	.01	.0094	1,218.20	1,286.78
Long Overhaul	2,373.1	C.Yd.Sta.	.40	.34	817.33	949.24
Truck Haul	7,439.1	Yd.Mile	.15	.145	1,081.44	1,115.87
Finish R/B & Slopes	2.24	Mile	500.00	461.85	1,034.56	1,120.00
Rounding Cutbanks	1855	Lin.Ft.	.20	.16	297.66	371.00
18" Corr. Metal Pipe	44	" "	4.50	4.50	197.59	198.00
12" Concrete Culv. Pipe	835	" "	1.30	1.36	1,134.21	1,085.50
18" " " "	481	" "	3.30	2.80	1,344.42	1,587.30
24" " " "	64	" "	3.65	3.95	252.65	233.60
36" " " "	148	" "	6.50	6.39	945.62	962.00
48" " " "	112	" "	11.00	9.98	1,117.79	1,232.00
60" " " "	144	" "	18.00	17.87	2,573.70	2,592.00
Extra for pipe under pavement	284	" "	3.00	2.32	658.92	852.00
12" Conc. Sewer Pipe	2,465	" "	1.50	1.28	3,161.42	3,697.50
Concrete Catch Basins	22	Each	60.00	60.00	1,320.00	1,320.00
Concrete Manholes	2	Each	165.00	165.00	495.00	495.00
Concrete Curbs	212.45	Cu.Yd.	35.70	35.70	7,584.47	7,584.47
1½" Electrical Conduit	289	Lin.Ft.	1.50	1.28	370.31	433.50
Course Crushed Material in base	43,754	Cu.Yd.	2.60	2.56	111,847.62	113,760.40

Contract#4560

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-0 Mat'l in Base	5,300	Cu.Yd.	$ 2.70	$ 2.59	$ 13,730.42	$ 14,310.00
Sprinkling	894.9	M/Gal.	2.00	1.48	1,327.82	1,789.80
Prep. of Base	2.24	Mile	500.00	462.00	1,034.88	1,120.00
3/4"-0 Mat'l in Binder	207	Cu.Yd.	3.00	2.84	588.69	621.00
RC-3 Asphalt in Binder	44.36	Ton	35.00	31.54	1,399.06	1,552.60
Class "B" Asphaltic Concrete	15,823.7	Ton	5.75	5.47	86,509.42	90,986.28
RS-1 Asph. in Tack Coat	10.68	Ton	70.00	61.62	658.08	747.60
Extra for Asph. Conc. Approaches	91	Each	35.00	19.24	1,750.52	3,185.00
Asph. Conc. Traffic Markers	1,384.7	Lin.Ft.	.60	.52	715.96	830.82
PA#1 General Excavation	246.5	Cu.Yd.	.90	.84	206.80	221.85
PA#1 Drainage Excavation	213.11	Cu.Yd.	2.415	2.19	467.68	514.66
PA#1 12" Conc. Sewer Pipe	275	Lin.Ft.	1.60	1.35	368.72	440.00
PA#1 18" Conc. Pipe	471	" "	3.45	2.66	1,253.96	1,624.95
PA#1 Concrete Curbs	75.86	Cu.Yd.	42.00	42.00	3,186.12	3,186.12
PA#1 Concrete Manholes	2	Each	197.00	197.00	394.00	394.00
PA#1 Asph. Conc. in Footpath	33.17	Ton	7.75	6.66	220.97	257.07
PA#1 Concrete Catch Basins	3	Each	67.50	67.50	202.50	202.50
PA#2 48" Conc. Pipe	452	Lin.Ft.	11.95	8.99	4,064.81	5,401.40
PA#2 Drainage Exc.	628.18	Cu.Yd.	2.415	2.01	1,262.00	1,517.05
PA#2 Conc. Manholes	2	Each	232.00	232.00	464.00	464.00
PA#3 Drainage Exc.	9.48	Cu. Yd.	2.415	2.04	19.33	22.89
PA#3 15" Conc. Sewer Pipe	33	Lin.Ft.	2.65	2.29	75.65	87.45
PA#3 Type "A" Conc. Manholes	1	Each	232.00	232.00	232.00	232.00
PA#4 Drainage Excavation	606.82	Cu.Yd.	3.50	2.81	1,706.57	2,123.87
PA#4 Pervious Backfill	376	Cu.Yd.	6.00	5.37	2,020.42	2,256.00
PA#4 12" Concrete Pipe	1,023	Lin.Ft.	1.88	1.51	1,543.63	1,923.24
PA#4 18" Concrete Pipe	455	Lin.Ft.	3.62	3.08	1,399.85	1,647.10

Contract 4560

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA#4 6" Perf. Metal Pipe	1,104	Lin.Ft.	$ 1.73	$ 1.54	$ 1,696.81	$ 1,909.92
PA#4 8" Perf. Metal Pipe	585	" "	2.47	2.16	1,264.77	1,444.95
PA#4 Extra for pipe under pavement	134	" "	5.50	4.62	619.76	737.00
PA#4 Conc. Catch Basins	4	Each	87.00	87.00	348.00	348.00
PA#5 Conc. Manholes	1	Each	490.00	490.00	490.00	490.00
PA#5 Hand Placed Riprap	7	Sq.Yd.	14.00	10.46	73.20	98.00
PA#6 Adj. manholes to new grade	13	Each	31.50	31.50	409.50	409.50
PA#7 Cement Adj. Favor of State	4.1	BBL	3.70			- 15.17
Force Account					6,677.92	7,082.56
					$323,505.34	$351,698.53

Gross Revenue	$351,698.53
Total Cost	323,505.34
Net Profit	$ 28,193.19

Net profit equals 8% of Gross Revenue.

Washington Co. Line-Hillsdale

Contract #4560

Detail of Costs

LABOR:

Labor		$73,906.52	
Labor Insurance		6,208.15	
Health & Welfare		2,486.35	
			$ 82,601.02

MATERIALS:

6" Perf. Corr. Metal Pipe	1104'	at	.93	$ 1,026.72
6" Perf. Metal Bands	50	"	1.02	51.00
8" Perf. Corr. Metal Pipe	585'	"	1.42	830.70
8" Perf. Corr. Metal Bands	24	"	1.38	33.12
4" Conc. Sewer Pipe	75'	"	.27	20.25
4" Tees and Bands				30.60
6" Conc. Sewer Pipe	6'	at	.35	2.10
8" Conc. Sewer Pipe	130'	"	.42	54.60
12" Conc. Sewer Pipe	2740'	"	.78	2,137.20
12" Conc. 1/8 Bend	1	"	4.62	4.62
12" Conc. Culv. Pipe	1858'	"	.94	1,746.52
18" Conc. Culv. Pipe	1407'	"	1.81	2,546.67
24" Conc. Culv. Pipe	64'	"	2.65	169.60
36" Conc. Culv. Pipe	148'	"	4.76	704.48
48" Conc. Culv. Pipe	564'	"	7.55	4,258.20
60" Conc. Culv. Pipe	144'	"	15.27	2,198.88
15" Conc. Sewer Pipe	33'	"	1.20	39.60
18" Corr. Metal Pipe	44'	"	3.10	136.40
18" Corr. Metal Bands	2	"	3.10	6.20
Cement	16 BBL	"	5.40	86.40
Sand	10 Cu.Yd.	"	3.90	39.00
Backfill	376 Cu.Yd.	"	3.00	1,128.00
Coarse Cr. Rock	43,754 Cu.Yd.	"	1.30	56,880.20
3/4"-0 Cr. Rock	5,507 Cu.Yd.	"	1.50	8,260.50
Riprap Rock	7 Cu.Yd.	"	1.00	7.00
Class "B" Mix	15,857.265 Ton	"	4.25	67,393.36
RC-3 Asphalt	44.36 Ton	"	25.75	1,142.27
RS-1 Asphalt	10.68 Ton	"	48.81	521.29
1¼" Electrical Conduit	289'	"	.5088	147.05
				14,272.59
Amt. Paid Pac. Conc. Co.				6,114.21
Amt. Paid Aue Co.				
				$171,984.71

EQUIPMENT RENTALS & MISC. SUPPLIES:

Equipment Rental Owned	$ 28,129.60	
Equipment Rental Hired	15,950.82	
Gas, Oil & Grease	9,590.20	
Bond	2,485.08	
P.U.C.	1,125.40	
P.L. and P.D. Insurance	2,414.48	
Small Tools & Misc. Supplies	161.58	
Freight & Cartage	270.00	
Home office & General Overhead	8,792.45	$ 68,919.61
		$323,505.34

Washington Co. Line-Hillsdale

Contract #4560

REMARKS:

This was a Federal Aid Urban and Federal Aid Secondary project calling for the grading and paving of 2.24 miles of highway roadbed on the Washington County Line-Hillsdale Section of the Beaverton Hillsdale Highway in Multnomah County.

The contract was bid September 22, 1955, awarded November 4, 1955, work started December 5, 1955, and the project was completed November 12, 1957.

The contractor moved in a crew of three men and a D-6 cat and dozer on February 6, 1956 and started clearing. Most of the clearing consisted of brush and small trees and was done mostly by hand labor.

All of the culvert and sewer pipe was installed by B. F. Shephard. The pipe was purchased by and the payroll was paid by the contractor. Good progress was made on the pipe installations, realizing a good profit.

The contractor started the excavation July 15, 1957 with two Model C Tournapulls, one D-6 Push cat, one Cat #12 Blade, one ½ cubic yard shovel and two 6 cubic yard trucks. Good progress was made on the excavation with the exception of one cut between stations 22+50 to 26. This material was too wet to move with the Tournapulls. The contractor then hired the Douglas Aue Co. with their TD-18 and TD-9 with Front end loaders and five 6 cubic yard trucks and removed this material. Progress was rather slow, but proceeded to do a good job.

The Pacific Concrete Co. subcontracted placing of all concrete on this project, which included concrete curbs, concrete catch basins and concrete manholes. Good progress was made on this work.

The contractor crushed all of his base, 3/4"-0, and the paving aggregate with his crushing plant located at the Scholls Quarry site. The base rock and the 3/4"-0 rock was hauled with a total of five single unit and five twin unit trains, and the street work was done with two graders and two rollers. A fair profit was realized on the rock.

The contractor, using his paving plant at his commercial setup at Beaverton, started mixing and laying Class "B" Asphaltic concrete September 23, 1957, and the paving was completed October 31, 1957. A total of 15,824 tons of Class "B" asphaltic concrete was mixed and placed in 264 hours for an average of 60 tons per hour, which was good production for this type of plant. Equipment used on the paving was eight to nine 10 cubic yard trucks, one Barber Greene Paver and two Rollers.

The contractor had good bid prices, good equipment, and good supervision, realizing a good profit.

M. N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
MAR 13 1958
FOR FILING

March 13, 1958

710

Mr. A. M. Andrews
4621 S. W. Beaverton-Hillsdale Highway
Portland 19, Oregon

Dear Sir:

Reference is made to your letter of February 18 regarding the necessity to raise the foundation and door occasioned by highway reconstruction in front of your property.

A field review of this matter shows that we could have met the elevation of the grade at your then existing facility with but little steepening of the approach grade; however, without consulting us, you constructed a new wall across the front of your loading dock raising the grade some 3½ feet. We then adjusted the approach to your loading dock to conform with the construction which you had completed. This construction on our part to match the height of this wall required considerable more embankment material.

We do not feel that we have any liability in the matter of your adjustment of your door or foundation. It appears that you obtained a considerable betterment to your facility at a very nominal cost.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

LHY:jc fn

FORM E-30X—37,500—8-56—96688

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 7th, 1958

Washington Co. Line-Hillsdale Sec.
SUBJECT Beaverton-Hillsdale Highway
Prefix 26-1058, Cont. 4560

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attn: L. H. Young

Reference is made to your letter of February 25, 1958, together with a copy of a letter from the A. M. Andrews Company, requesting payment of $206 for adjustments to their building as a result of our construction work on the above subject project.

Enclosed herewith is a sketch showing a plan of the Andrews property, and the work which was done by them in revising their access. As noted on the enclosed sketch, the right of way line is at or very close to the building line at the Andrews property. Prior to the reconstruction work of the Beaverton-Hillsdale Highway, the Andrews Company had a concrete wall protruding out into our right of way approximately 6-1/2 feet, and entrance to the westerly part of their building shown as the loading dock was by means of a down ramp, all of which was on our right of way. The concrete floor of the area shown as loading dock is approximately 3-1/2 feet lower than the floor of the office portion of the building. The loading dock is of wooden construction, and the top of the dock is at the same level as the office floor.

During the time that our contractor was working on this project, and just prior to the time he began working in this area, Mr. Andrews stated that he was away from the city on a trip, and that his personnel had additional walls, as shown on the sketch in red, constructed in order to provide a different type of access, or access at a higher level.

It is felt that this work was done on the Andrews Company initiative, and apparently no request was made to us at that time to provide any access different from that which they previously had. The same type of access as previously existed could have been maintained, except that the down ramp to the loading dock area would no doubt have been steeper than previously existed. Since the access installation maintained by the Andrews Company prior to our construction work was entirely on our right of way, and since we acquired no additional right of way in this area for our improvement work, it is recommended that the Andrews claim be denied.

Original Signed by A. E. Johnson

A. E. JOHNSON
Assistant Division Engineer

AEJ:sw
Encl.
cc: Roy Pyle

NOTE No new R/W at this point.

R/W LINE

CRIB EP PRIOR TO CONST

EXISTING EP

DRIVEWAY

7'

NEW WALL

A

A

LOADING DOCK

CRIB WALL

6½'

OFFICE

12'

13'±

11'±

EXISTING SHLDR

EXISTING GROUND SURFACE

R/W

WALL

3½'

ORIG GRADE TO DOCK

SECTION A-A

OREGON STATE HIGHWAY DEPT

Sketch of Driveway Problem at A. M. Andrews Co 4621 S.W. Beaverton Hillsdale Highway

ASSIGNMENT -

Date: February 24, 1958 No. 710 By JK

Description: Letter of February 18 from A. M. Andrews, Portland, stating Highway Department, in widening Beaverton Highway, filled in a driveway to loading dock in front of A. M. Andrews Co. building, as a result of which they had to raise foundation and door. They wish to bill us.

Acknowledged by____ Referred to Edwards ✓

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
XX Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks:

PLEASE RETURN TO
FORREST COOPER

Executed 3-12-58 Report Received_____
me

CHerry 4-1163

LE HIGHWAY • PORTLAND 19, OREGON

Andrews 2-Tube Sprinkler

PLEASE RETURN TO
FORREST COOPER

February 18, 1958

artment

ent recently widened Beaverton
driveway to our loading dock in
Therefore, we had to raise the
The contractor's bill was

rtment should take care of this

Very truly yours,

A. M. Andrews

A. M. Andrews

AMA:ak

RECEIVED
FEB 19 1958
OREGON
STATE HIGHWAY COMMISSION

A.M. ANDREWS CO.

CHerry 4-1163

4621 S.W. BEAVERTON HILLSDALE HIGHWAY • PORTLAND 19, OREGON

Manufacturers of The Andrews 2-Tube Sprinkler

PLEASE RETURN TO
FORREST COOPER

February 18, 1958

Oregon State Highway Department
Salem, Oregon

Gentlemen:

When the Highway Department recently widened Beaverton Highway they filled in a driveway to our loading dock in front of our building. Therefore, we had to raise the foundation and the door. The contractor's bill was $206.00.

We feel the Highway Department should take care of this account.

Very truly yours,

A. M. Andrews

AMA:ak

RECEIVED
FEB 19 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 3 - 1958
FOR FILING
F-191 (3) 4
711-1 (4)
456.3

Mar. 3, 1958

Porter W. Ivett
6508 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

The State Highway Commission at its meeting held on Feb. 27, 1958, had under discussion your request for an extension of time from Aug. 31, 1956 to Nov. 30, 1957, within which to complete your contract No. 4560, for grading and paving on the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah County.

The Highway Commission granted an extension of time to Nov. 12, 1957, the date of completion of the project. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Tom Edwards
A. G. Shelton
James Cosbell

NOTED ON CARD

RECEIVED
FEB 26 1958
FOR FILING

filed

e - Hillsdale Contract 4560

t $351,698.53

Non Participating) 62.5% or $219,811.58
Participating) 37.5% or 131,886.95

section @ 10% $13,187 Collectable

Field Completion date — $38,975

To $14,616 Spent 37½

Engring Spent over collectable amount $1429 overage

Total spent on entire job $1,975

23.00 after specified

Specified Engr. Continuous 2950
13

W.C.W. Isn't this a dandy.

filed

Washington Co Line - Hillsdale Contract 4560

Total Contract Cost $351,698.53

FAS Portion (Non Participating) 62.5% or $219,811.58
FAS-Urban (Participating) 37.5% or 131,886.95

Max. Engring collectable on Urban section @ 10% $13,187 Collectable

Total Engring spent to specified Completion date — $38,975

Urban Portion 37.5% $14,616 Spent 37½

Engring Spent over collectable amount $1429 Overage

Total spent on citizen gripe $1,975

33 cts after specified

Specified Engr. Estimate 29,500
13

W.C.W.
Isn't this a dandy.

RECEIVED
FEB 26 1958
FOR FILING

8-198(3).
HX-19-(a)
4560

February 25, 1958

Request for extension of time
No. 8
February 27-28 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Porter W. Yett Inc. for an extension of time on the Washington County .ine-Hillsdale Section, Contract No. 4560, from August 31, 1956 to November 30, 1957.

The contractor has based his request for an extension on the fact that public utility companies failed to clear the right of way in sufficient time to allow him to proceed with normal operations. This fact is primarily true; however, in the early part of 1956, Porter Yett was requested to concentrate his work on the Baldock Freeway in order that that section might be opened to traffic at the earliest possible time. In view of the added benefit to the public by the early opening of the Baldock Freeway through Mr. Yett's observing our request, I am recommending the extension without penalty to and including November 12, 1957, the actual completion date.

The Bureau of Public Roads refuses to concur in this extension without penalty; however, since the Bureau will not pay in excess of ten per cent of the contract cost for engineering and since this percentage was expended prior to the specified completion date, we will not lose any federal participation due to the nonconcurrence.

This is not a liquidated damages contract.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.
cc Mr. Tom Edwards

RECEIVED
FEB 26 1958
FOR FILING
8.198 (2) a
U2 1-48 (4)
4520

February 20, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

On January 27 we requested your concurrence in and extension of time on the Bradley Park-Wauna Contract, No. 4520, Oregon BF-221 (4), and on January 28 we also requested concurrence in an extension on the Tualatin River-Middleton Contract, No. 4326, Oregon F-73 (12); the Readville-Beaverton Contract, No. 4499, Oregon F-193 (9); and the Washington County Line-Hillsdale Contract, No. 4560, Oregon S-193 (3) and US-193 (4).

We have not yet received a reply to our requests. We cannot present these contracts to the Commission for acceptance or make final payment to the contractors until we have received your recommendations. May we please have them so that these contracts can be presented to the Commission at its February 27-28 meeting for acceptance.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EAP:dmh

cc Mr. Tom Edwards

RECEIVED
FEB 20 1958
FOR FILING

S. 198(3)
(S-198(4))
4560

February 19, 1958

6760

Mr. E. Elmo Shannahan
5425 S. W. Shattuck Road
Portland 19, Oregon

Dear Mr. Shannahan:

Reference is made to your letter of February 6 about three points on which there was some question in your mind. I will try to answer your questions in the order in which you asked them:

(1) The tiling that was immediately in front of your property before reconstruction was removed in accordance with permit agreements made at the time of installation of the tile. The new section of road at this point has an eight-foot shoulder which is considered adequate to accommodate any necessary parking. In this connection, eight-foot parking lanes are allowed in city construction. I do not believe, therefore, that the installation of tile in this ditch is either desirable or necessary.

(2) On the access connection between the alley and the highway across the Schuler property, this will be built as soon as weather permits. We have had some trouble acquiring the property and before entry to the property could be secured bad weather had set in.

(3) Regarding the drainage from your septic tank, I have advised you before that we do not believe we have any obligation in this matter. We cannot, under the law, permit the emptying of the effluent from your septic tank into our drainage system. A sanitary district in this area will certainly solve a lot of your problems.

Very truly yours,

W. C. Williams
State Highway Engineer

cc: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. A. G. Skelton
fn

On November 14th a condemnation was decided on for the access but the Legal Department was apparently busy with other fish to fry and did not pursue the matter. After receiving this letter from Mr. [illegible] we came to and found that the matter had not been pressed any far- [illegible] Legal Department has told us that they will file immediately, that [illegible] probably have possession of the Schuler property, with which the alley [illegible] is to be made. by February 28. LHY

ASSIGNMENT

Date: Feb. 10, 1958 No. 6760 By WCW

Description: Letter 2-6-58 from R. Elmo Shannahan, 5425 S. W. Shattuck Rd., Portland re Lots 9 and 10 Block 21, Fairvale Addition, in Glencullen: 1)Tiling ditch immediately in front; 2)Connecting access between alley and highway; 3)Drainage from sewage system.

Acknowledged by____ Referred to EDWARDS

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
XXReturn with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks:

Executed 2-18-58 Report Received_____

SURANCE COMPANY

AN--COX AGENCY
ERAL AGENTS

SUBURBAN BRANCH OFFICE
R. ELMO SHANNAHAN
5425 S.W. SHATTUCK RD.
PORTLAND 19, CH 6-1519

6, 1958.

REFERRED TO
Edwards
By State Highway Engineer
Please prepare reply.

Lots 9 & 10 Block 21, Fairvale Add'n.
in Glencullen,

sponsible for the erection of the guard
ross the front of lots 9 and 10, for the

like to call to your attention. They are:

ont of the above property: Twelve inch tile
ago and installed by the Highway Department
accross both of these lots. This conformed to the practice then in effe ct
and was directed by your man Herman M. Baxter. I suggest that this be re+
placed in order that the area eventually could be used for a parking space
off of the highway to avoid the hazzard that is now there.

2. Connecting access between alley and highway: In your letter of November 5th. you advised that there was being some trouble experienced in acquiring the property just east of ours owned by Mr. August Schuler. We are particularly anxious to have this connection completed inasmuch as we are now anxious to sell this property and those who have been looking at it have found the present situation most unfavorable. We trust that action will start on this within the very near future.

3. Drainage from the sewage system: At your behest, I contacted the County Sanitarian but without any constructive results. He said that there was nothing that could be done because the water disposed of elsewhere from the septic tank would eventually seep back into the ditch as the soil will not absorb the effluent due to the clay texture of the soil. He suggested that before too long he felt that there would be s sanitary district organized whereby this situation would be permanently corrected. In the meantime However, what is your suggestion?

Very truly yours,
R. Elmo Shannahan
R. Elmo Shannahan

RES/vs

RECEIVED
FEB 10 1958
OREGON
STATE HIGHWAY COMMISSION

WESTERN LIFE INSURANCE COMPANY

SHANNAHAN--COX AGENCY
GENERAL AGENTS

MAIN OFFICE
808 PORTLAND TRUT BLDG.
PORTLAND 4, OREGON
CA 8-3191

SUBURBAN BRANCH OFFICE
R. ELMO SHANNAHAN
5425 S.W. SHATTUCK RD.
PORTLAND 19, CH 6-1519

Feb. 6, 1958.

REFERRED TO
Edwards
By State Highway Engineer
Please Prepare reply.

Mr. W.C. Williams,
State Highway Engineer,
State Highway Dept.,
Sslem, Oregon.

Dear Mr. Williams: In Re: Lots 9 & 10 Block 21, Fairvale Add'n. in Glencullen,

I want to commend you and those responsible for the erection of the guard rail and the cyclone type fence across the front of lots 9 and 10, for the very satisfactory job done.

There are 3 points which I would like to call to your attention. They are:

1. Tiling ditch immediately in front of the above property: Twelve inch tile was purchased by me several years ago and installed by the Highway Department accross both of these lots. This conformed to the practice then in effe ct and was directed by your man Herman M. Baxter. I suggest that this be re+ placed in order that the area eventually could be used for a parking space off of the highway to avoid the hazzard that is now there.

2. Connecting access between alley and highway: In your letter of November 5th. you advised that there was being some trouble experienced in acquiring the property just east of ours owned by Mr. August Schuler. We are particularly anxious to have this connection completed inasmuch as we are now anxious to sell this property and those who have been looking at it have found the present situation most unfavorable. We trust that action will start on this within the very near future.

3. Drainage from the sewage system: At your behest, I contacted the County Sanitarian but without any constructive results. He said that there was nothing that could be done because the water disposed of elsewhere from the septic tank would eventually seep back into the ditch as the soil will not absorb the effluent due to the clay texture of the soil. He suggested that before too long he felt that there would be s sanitary district organized whereby this situation would be permanently corrected. In the meantime How-ever, what is your suggestion?

Very truly yours,
R. Elmo Shannahan
R. Elmo Shannahan

RES/vs

RECEIVED
FEB 10 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 29 1958
FOR FILING

January 28, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Washington County Line-Hillsdale Contract, No. 4560, Oregon S-198 (3) and US-198 (4), from August 31, 1956 to November 12, 1957, to Porter W. Yett, contractor.

The contractor has based his request for an extension on the fact that the Public Utilities Company failed to clear the right of way sufficiently to allow him to proceed with his construction. This fact is primarily true; however, in the early part of 1956, Porter Yett was requested to concentrate his work on the Baldock Freeway in order that that section might be opened to traffic at the earliest possible moment. In view of the added benefit to the public by permitting him to complete his work on the Baldock Freeway, it is believed that he is entitled to this extension without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RAP:dmh mc

cc Mr. Tom Edwards

RECEIVED
JAN 14 1958
FOR FILING

Jan. 13, 1958

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Porter W. Iott in connection with Contract No. 4560, for grading and paving on the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah County. This payment, in the amount of $23,120.71, will be released to the contractor on or after Jan. 23, 1958. The retained percentage is $10,551.93.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Continental Casualty Co.
Northwest Branch Office
Warner H. Bruce, Mgr.
152 Denny Way
Seattle 9, Wash.

Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec. 28, 19 57

Section Washington County Line-Hillsdale

Highway Beaverton-Hillsdale County Multnomah

Contractor Porter W. Yett

Date of contract Nov. 4, 19 55

Date work started Dec. 5, 19 55

Project authorization . . . . . $ 412,096.69

Exclusive of engineering . . . . $ 357,096.69

Kind of work Grading and Paving

Section prefix 26-1058

Contract number 4560

Specified work days Does Not Apply

Work days used " " "

Per cent of time elapsed 100 % (Aug. 31, 1956) %

Estimated cost of completed project, exclusive of engineering . . . . . $ 365,243.74

Estimated per cent overrun or underrun . . . . . 3.5 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . $ 55,000.00

Engineering cost to date $ 61,210.03, 111.3 %

Date project was completed November 12, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final map and semi-final estimate finished Friday, will be submitted Monday.

Field crew referencing center line on Lowell St.-21st Ave. Unit of Baldock Freeway.

CONSTRUCTION DIVISION
RECEIVED
DEC 31 1957
NOTED [ ] [B] [ ]
ASE ACE CCE
M. N. Juve

Signed Marion A. Hanson for Roy Pyle

Address 2131 SW Scholls Ferry Road, Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 204

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.24	2.24		2.24	2.24
Miles partially completed					
Miles completed	2.24	2.24		2.24	2.24
Total estimated quantities (contract)	71,000 CY	44,770 CY		176 T	13,400 T
Total quantities corrected to date	67,007 CY	49,261 CY		55.04 T	15,823 T
Estimated quantities moved or placed to date	"	"		"	"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Cloudy		
Tuesday	Rain		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
NOV 22 1957
FOR FILING

I-198(2)+
US-198(4)
458

November 18, 1957

Mr. C. C. Colt
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 12, 1957, on Contract No. 4560, Washington County Line-Hillsdale Section, in Multnomah County, in connection with Federal Aid Project No. S-193(3), US-198(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:cc Clarence O. Swanson

RECEIVED
NOV 8 1957
FOR FILING

S-192(3)+
R-177(4)
4560

Salem, Oregon
November 8, 1957

Increase in Authorization
Contract No. 4560

Mr. Roy W. Pyle
Resident Highway Engineer
2131 S.W. Scholls Ferry Road
Portland 1, Oregon

This is to advise you that at its meeting of October 31, 1957, the State Highway Commission approved an increase of $48,000.00 in Project Authorization on Contract No. 4560, Beaverton-Hillsdale Section in Multnomah County.

The new project authorization is $412,096.69. This amount should be used in all future reports.

S. H. Probert
Office Engineer

DBP:cr
cc: A. G. Skelton

RECEIVED
NOV 8 1957
FOR FILING

Ann (2)+
Ha 121(4)
4560

Salem, Oregon
November 8, 1957

Increase in Authorization
Contract No. 4560

Mr. Roy W. Pyle
Resident Highway Engineer
2131 S.W. Scholls Ferry Road
Portland 1, Oregon

This is to advise you that at its meeting of October 31, 1957, the State Highway Commission approved an increase of $48,000.00 in Project Authorization on Contract No. 4560, Beaverton-Hillsdale Section in Multnomah County.

The new project authorization is $412,096.69. This amount should be used in all future reports.

S. H. Probert
Office Engineer

DBP:cr
cc: A. G. Shelton

RECEIVED
NOV 12 1957
FOR FILING

File
Wash. Co. (4)
4560

Salem, Oregon
November 7, 1957

Request of R. Elmo Shannahan
Washington County Line-Hillsdale
Contract No. 4560

Mr. A. G. Skalton
Division Engineer
Portland, Oregon

You are aware of a request made by R. Elmo Shannahan of 5424 S. W. Shattuck Road, Portland, Oregon that he be allowed to connect his sanitary sewer to our drain tile. This was mentioned in a letter by Mr. Williams to Mr. Shannahan dated November 5, 1957, copy to you.

We have had experience along this line before and occasionally wake up and find that we are in the sanitary sewer business, after which all the King's horses and all the King's men cannot get us unconnected. Will you please take appropriate action, informing the District Maintenance Superintendent and Section Crew to watch this matter to be sure that we do not allow a hookup.

Forrest Cooper
Deputy State Highway Engineer

FC:ms

cc Mr. Tom Edwards

RECEIVED
NOV 6 1957
FOR FILING

S-192 (3)
(A-192 (4)
4560

November 5, 1957

574

Mr. R. Elmo Shannahan
5424 S. W. Shattuck Road
Portland 19, Oregon

Re: Washington County Line-Hillsdale Section
Beaverton-Hillsdale Highway - Contract No. 4560

Dear Mr. Shannahan:

Reference is made to your letter of October 24 in which you refer to certain conditions arising from the reconstruction of the Beaverton-Hillsdale Highway in front of your property, being in lots 9 and 10, Block 21, Fairvale Addition, near Glencullen.

As I advised you in my previous letter, we are going to place a guard-rail across the alley where it dead-ends at the top of the cut bank. We will also fence along the right-of-way line across lots 9 and 10. This work will be done immediately. We have been trying to purchase property off of the lots just easterly of you in order to connect the alley to the highway. We have run into a little trouble in acquiring this property; however, we intend to pursue it to a conclusion. You may therefore be assured that this alley will be constructed to a connection. This may, of course, take a little time; however, it is my understanding that the access to this property that has been generally employed in the past has been by way of Martha Street. It therefore does not appear that this would be of any great inconvenience to anyone residing on the property.

You have again brought up the matter of connecting the sewage system to our tile drain along the highway. I must advise you that this cannot be permitted. This would, in effect, make our tile drain a sanitary sewer for which no adequate treatment facilities are available. I would urge that you contact your County Sanitarian and discuss this problem with him.

You have called our attention to the fact that the contract purchasers of this property gave it up. It does not appear to me that this action could be the result of any activity on our part. It seems that, with the completion of this project, the value of this property should be considerably enhanced.

I have discussed the matter of reimbursement to you for loss of income with our Legal Department and the attorneys do not feel that we have any responsibility in this matter. If you have any further questions about reimbursement for loss of income, I would suggest that you drop in and discuss this with our Legal Department.

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Leonard L. Lindas
Mr. A. G. Shelton

LMW:jc hi

Very truly yours,

W. C. Williams
State Highway Engineer

ASSIGNMENT

Date: October 29, 1957 No. 574 By [illegible]

Description: Letter of 10-24 from R. Elmo Shannahan, Western Life Insurance Co., Portland, re access and drainage from the sewer system to its property in Glencullen on the Hillsdale-Beaverton Highway.

Acknowledged by____ Referred to EDWARDS

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
XX Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks:

No swap on connecting sewer to highway drain.

F. C.

PLEASE RETURN TO
FORREST COOPER

Executed 11-4-57 Report Received_____

SURANCE COMPANY

AN--COX AGENCY
ERAL AGENTS

SUBURBAN BRANCH OFFICE
R. ELMO SHANNAHAN
5425 S.W. SHATTUCK RD.
PORTLAND 19, CH 6-1519

ber 24, 1957.

REFERRED TO
Cooper
State Highway Engineer

PLEASE RETURN TO
FORREST COOPER

out in your letter of September 26th. pertain-
lencullen, on the Hillsdale Beaverton Highway.

n whole or in part, the contract purchasers
is impossible to re-sell it or rent it under
that this condition continues costs us $80.00
terested in seeing that an ingress be completed
her safety factors which you agreed were essen-
tial to the property.

In regard to item number 5 dealing with the drainage from the sewage system, it occured to us that under any condition the effluent will eventually reach the tile drain along the edge of the highway. This being the case would it not be possible for us to connect our system directly with the tile down the bank with the soil pipe inbedded sufficiently below the surface to allow for seeding and the elemination of erosion.

I feel that under existing circumstances the State Highway Commission should reimburse us for the loss we are suffering because of the existing conditions over which we have no control. I believe the Commissioners or Board of Arbitration would feel that this is justifiable.

Under the circumstances we would greatly appreciate having the access completed as speedily as possible and the safe-guards installed forthwith.

Very truly yours,

R. Elmo Shannahan

RES/vs

RECEIVED
OCT 25 1957
OREGON
STATE HIGHWAY COMMISSION

WESTERN LIFE INSURANCE COMPANY

SHANNAHAN--COX AGENCY
GENERAL AGENTS

MAIN OFFICE
805 PORTLAND TRUT BLDG.
PORTLAND 4, OREGON
CA 8-3191

SUBURBAN BRANCH OFFICE
R. ELMO SHANNAHAN
9425 S.W. SHATTUCK RD.
PORTLAND 19, CH 6-1519

October 24, 1957.

REFERRED TO
COOPER
By State Highway Engineer

PLEASE RETURN TO
FORREST COOPER

Mr. W.C. Williams,
State Highway Engineer,
State Highway Dept.,
Salem, Oregon.

Dear Mr. Williams:

We appreciate the assurances pointed out in your letter of September 26th. pertaining to the property owned by us in Glencullen, on the Hillsdale Beaverton Highway.

Because of the existing conditions, in whole or in part, the contract purchasers gave up the property and of course it is impossible to re-sell it or rent it under the existing conditions. Every month that this condition continues costs us $80.00 to $100.00 and we are particularly interested in seeing that an ingress be completed as soon as possible as well as the other safety factors which you agreed were essential to the property.

In regard to item number 5 dealing with the drainage from the sewage system, it occured to us that under any condition the effluent will eventually reach the tile drain along the edge of the highway. This being the case would it not be possible for us to connect our system directly with the tile down the bank with the soil pipe inbedded sufficiently below the surface to allow for seeding and the elemination of erosion.

I feel that under existing circumstances the State Highway Commission should reimburse us for the loss we are suffering because of the existing conditions over which we have no control. I believe the Commissioners or Board of Arbitration would feel that this is justifiable.

Under the circumstances we would greatly appreciate having the access completed as speedily as possible and the safe-guards installed forthwith.

Very truly yours,
R. Elmo Shannahan

RES/vs

RECEIVED
OCT 25 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 5 1957
FOR FILING

4560

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 4, 1957

SUBJECT:

To: A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

The sub-contract between Porter Yett and Douglas Aus covering a portion of Items 4 and 7 on the Washington County Line-Hillsdale Contract, No. 4560, Oregon S-198 (3) and US-198 (4) is approved and you may so inform the interested parties.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dmb

cc: Forest Cooper
C. O. Polk (2)

FORREST COOPER

RECEIVED
NOV 4 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 5 1957
FOR FILING

1 19K (3)
US-99 (7)
4560

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1, 1957

SUBJECT: Wash. County Line-Hillsboro Sec.
Beaverton-Hillsdale Highway
Contract #4560

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O F F I C E

Reference is made to your letter of September 24 to Mr. H. Kenneth Anderson, Chief Engineer for the Portland Water Bureau. This letter was in answer to a letter from Mr. Anderson in which he requested authorization so that they could receive reimbursement for moving water lines between Station 8 and 46+45 on the subject-named job.

The matter of reimbursement has been discussed with the City of Portland, and it is the opinion of their attorneys that they should bear the cost of the relocation in its entirety; therefore, it would appear that this is no longer a problem.

I forward herewith a copy of the letter from the City of Portland in which they acknowledge that the cost of relocation is their own.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jk

Encl.

To W.C.W.
I'll believe
anything now

NOTED
FORREST COOPER

RECEIVED
NOV 4 1967
OFFICE OF
STATE HIGHWAY ENGINEER

H. KENNETH ANDERSON
CHIEF ENGINEER
208 CITY HALL

GEORGE A. MARSHALL
SUPERINTENDENT
118 CITY HALL

BUREAU OF WATER WORKS
CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC UTILITIES
NATHAN A. BOODY
COMMISSIONER

October 30, 1957

Curtis H. Baker
Construction Division
Oregon State Highway Division
State of Oregon
Salem, Oregon

Re: Relocation of Water Mains along the
Hillsdale Section of The
Beaverton-Hillsdale Highway

Dear Sir:

It is the opinion of the Attorney of the City of Portland that the City should bear the cost of relocation of Water Mains along the Hillsdale Section of the Beaverton-Hillsdale Highway.

Enclosed is your tracing showing the water facilities in this area.

Very truly yours,

H. KENNETH ANDERSON
Chief Engineer

By: B. E. Carnegie
B. E. Carnegie, Engr. II
Bureau of Water Works

HKA:BEC:gr
Enclosure

copy of ltr to Shelton 10-31-57 jm

CONSTRUCTION DIVISION
RECEIVED
OCT 31 1957
NOTED-- ☐ ☒ ☐ ☐ ☐
CE ACE ACE CDE

RECEIVED
OCT 3 1957
FOR FILING

September 24, 1957

Mr. H. Kenneth Anderson, Chief Engineer
Bureau of Water Works
City of Portland
Portland, Oregon

Dear Sir:

The matter of change of certain facilities of the Portland Water Bureau, which was the subject of your letter dated September 19, 1957, which facilities are located on the Washington County Line-Hillsdale Section, will be investigated, and you will be advised later as to our wishes.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:mm

cc Mr. Tom Edwards

Mr. Edwards: Please take appropriate action; also, find out why this was not handled in the field, and get estimate of cost.

FC

H. KENNETH ANDERSON
CHIEF ENGINEER
208 CITY HALL

GEORGE A. MARSHALL
SUPERINTENDENT
112 CITY HALL

BUREAU OF WATER WORKS
CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC UTILITIES
NATHAN A. [illegible]
COMMISSIONER

September 19, 1957

State of Oregon
State Highway Department
Salem, Oregon

RE: WASHINGTON COUNTY LINE --
HILLSDALE SECTION
BEAVERTON-HILLSDALE HIGHWAY

Gentlemen:

Your construction activities within the City limits on the above-referred-to highway are causing the Water Bureau to make certain alterations.

Request is hereby made for authorization to cover Bureau of Water Works' alterations from Station 8 + 00 to Station 46 + 45. A similar authorization was issued for work on the Baldock Freeway.

Very truly yours,

H. Kenneth Anderson
Chief Engineer

HKA:gr

RECEIVED
OCT 22 1957
FOR FILING

October 21, 1957

Oregon State Highway Commission

Gentlemen:

It appears that there will be an overrun of cost in the amount of $46,000, or 13 per cent, on the Washington County Illinois Section of the Beaverton-Hillsdale Highway, Contract No. 4660, Multnomah County. This overrun was occasioned by the necessity to do considerably more drainage work than was originally anticipated, and there was also an overrun in the item of General Excavation. The item of Class "C" Asphaltic Concrete also will overrun, due to the necessity of strengthening the grade and the construction of additional road approaches. In addition, there will be an overrun in engineering, due to the fact that the job was not completed on time.

It is respectfully requested that the increases in additional authorizations as listed above be approved.

This matter will be on the agenda for your consideration October 31-November 1.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. S. H. Probert
Mr. C. H. Maleen

PC:ms fn

RECEIVED
OCT 10 1957
FOR FILING

S-198(3) +
WS-198(41)
4560

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

[illegible]

SUBJECT: Washington County Traffic Signals
Beaverton-Hillsdale Highway
Contract No. [illegible]

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I am forwarding herewith Price Agreement No. 6 covering the adjustment of sewer manholes on the subject named job.

The sanitary sewer to which these manholes are appurtenant was constructed by the city after the job was contracted. There was some question as to whether it was the obligation of the city or the State to raise the manholes but due to the fact that work in the area was imminent it was decided that the State should raise the manholes and a determination made later as to who was to pay for the same. The city engineer said that the price quoted by Contractor Yett was cheaper than the city could raise the manholes themselves so an O.K. was given by this office to proceed with the work.

It is recommended that (1) this price agreement be approved; (2) that City-County Relations negotiate with the City of Portland to see if they will not bear all or part of the cost of doing this work.

Tom Edwards
Construction Engineer

By

L. H. Young
Ass't Construction Engineer

LHY:js

Encl.

cc C. J. Swenson

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 1, 1957

SUBJECT: Washington County Line-Hillsdale,
Beaverton-Hillsdale Highway,
Contract 4560, Prefix 76-1058

To: Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Enclosed herewith Price Agreement #6 providing for adjusting thirteen manholes at $31.50 each. These are sewer manholes located from Station 8+00 to 46+45 and are in connection with a City of Portland sewer line which was constructed by the City of Portland during 1955 and 1956. Additional laterals and services to the main sewer line were installed in March of 1957. Laterals were tunneled under the existing pavement and connected to the new main on the north side of the old pavement.

Enclosed is a copy of a letter confirming a telephone conversation with Mr. Gordon L. Burt, Portland City Engineer, regarding the adjustment of these man holes and responsibility for payment. Approval to proceed on the price agreement basis was received from Mr. L. H. Young on September 26th on the basis that a study of responsibility for payment would be made. It is assumed that this will be determined at the Salem office.

Approval of this price agreement is recommended.

A. E. JOHNSON,
Assistant Division Engineer

AEJ/hd
encls.
cc: Ray Fyle

FORM E-157

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT

W W STIFFLER
2ND ASST. STATE ...

C W. ENFIELD
CHIEF COUNSEL

OFFICE OF A. G. SKELTON, DIVISION ENGINEER
A. E. JOHNSON, ASSISTANT DIVISION ENGINEER
P.O. BOX 4699, PORTLAND 2, OREGON
PHONE OL 4-6511

October 1, 1957

IN REPLY PLEASE
REFER TO FILE NO

Mr. Gordon L. Burt
City Engineer, City of Portland
City Hall
Portland, Oregon

Dear Mr. Burt:

This will confirm our telephone conversation of September 26th, 1957 regarding the adjustment of thirteen manholes along the City of Portland sewer line on the Beaverton-Hillsdale Highway, from approximately Capitol Highway westerly to the city limits.

The above-mentioned sewer line was constructed during 1955 and 1956 with some work being done the early part of 1957. At that time the manholes were constructed to the existing shoulder or pavement grades. Due to the current construction job, it is now necessary to adjust thirteen manholes.

In our telephone conversation it was pointed out that our contractor had given us a price of $31.50 per manhole for adjusting, and you indicated that this cost was very favorable to costs of adjustment by city forces. It was agreed that, subject to approval by our Salem office, these manholes would be adjusted by our contractor. It was also agreed that a study would be made to determine the legal responsibility for adjusting these manholes, and if it was determined that it was the responsibility of the City of Portland, arrangements would be made for reimbursement to the State.

Subsequent to our telephone conversation, this was cleared with our Salem office and we are proceeding on the above-mentioned basis.

Very truly yours,

Original Signed by A. E. Johnson

A. E. JOHNSON,
Assistant Division Engineer

AEJ:hd
cc: Ray Pyle
Tom Edwards

RECEIVED
SEP 26 1957
FOR FILING

September 26, 1957

Mr. R. Elmo Shannahan
5424 S. W. Shattuck Road
Portland 19, Oregon

Dear Mr. Shannahan:

Your letter of August 29, pointing out the adverse effect of the present widening of the Beaverton-Hillsdale Highway on your property in Lots 9 and 10, Block 21, Fairvale Addition near Glencullen, has been referred to this office. I will answer the points brought up in your letter as they were listed by you, as follows:

1. We are presently considering the connecting of your alley about one hundred feet easterly from the present entrance of the alley by acquiring some property from Mr. August Schuler.

2. Foot traffic can use the driveway as provided in Paragraph 1.

3. It is thought that a guardrail should be placed across the alley where it dead-ends at the top of the cut bank. This will be done.

4. We will fence along the right-of-way line across lots 9 and 10 to provide a safer condition for residents.

5. The sewage drain field referred to by you was installed on state highway right of way. Installations of this type on state highway right of way are subject to the dominant use of the right of way for highway purposes. We do not believe that we have any obligation to reconstruct or replace this drain field that was removed.

6. We will seed and mulch the slopes throughout this project, as we do on all other projects, to minimize erosion. I wish to point out that the only place that seems to be eroding is where the effluent from the drainage system is draining out and down the cut bank. I believe that this situation should be corrected by the owner.

I wish to thank you for drawing these matters to our attention and feel that you will be well satisfied with the finished project.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

FORM E30—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 23, 1957

SUBJECT: Washington Co. Line-Hillsdale
Beaverton-Hillsdale Highway
Contract No. 4560

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

I forward herewith a copy of a letter from Mr. R. Elmo Shannahan, who is the owner of record of Lots 9 and 10, Block 21, Fairvale Addition, near Glencullen.

Mr. Shannahan points out that we are destroying the access to his property by reason of cutting the alley shown between Lots 8 and 9 on the attached sketch map of Fairvale Subdivision. The alley referred to was on a 20 per cent grade prior to our construction in this area. Due to widening of the cut slope along here, replacement of this alley would result in a 22 per cent grade and would require considerable widening or encroachment on the adjacent lots. It is believed that this alley should be reconnected to the highway in the manner shown on the accompanying sketch map. This will require the purchase of right of way and also the securing of slope easements across Lots 7 and 8 adjoining. These lots are owned by Mr. August Schuler of 5521 S. E. 70th Avenue and are unimproved. It is thought that construction as shown on the sketch map would also permit access to the remaining Schuler property.

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 9-25-57

Mr. Shannahan also brings up the fact that there should be steps down to the roadway. I do not believe that the steps will be necessary if the alley is constructed as per this plan. However, I do believe that he has something in his observation that guard rails should be placed so that traffic going northerly in the alley could not drive over the top of the cut bank. It is estimated that construction of the alley along with guard rail and necessary fencing would cost approximately $600, exclusive of the right of way required.

It is recommended that we reconnect this alley as shown. If you concur in this recommendation, we will furnish Mr. Porter with the necessary descriptions for acquiring the property from Mr. Schuler. I am attaching hereto a suggested rough draft of a letter to Mr. Shannahan. Also attached is a copy of Resident Engineer Pyle's report and a copy of Johnson's letter.

Approved
Copy sent to
Mr Young

LHY:je
Attach.

cc R. L. Porter

RECEIVED
SEP 24 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

FORM 836—SOH—11-52—20M4

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon.
September 17th, 1957

SUBJECT: Washington Co. Line-Hillsdale
Prefix 26-1058, Cont. 4560

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

During one of your recent inspection trips, we looked at two properties on the above subject project, which have resulted in change of access due to excavation in front of the two properties. At one property, the Raymond property on the south side of the highway at Station 85+50, an existing driveway was cut off due to excavation leaving a bank section, and has eliminated until now the normal access previously used to this property.

At the Shannahan-Gage property on the south side of the highway at Station 81+50, a 10 foot alley existed, partially on this property and partially on property to the east, which alley has been cut off in a similar manner to the property mentioned above.

You requested information regarding both properties, and tentative solutions to the problems concerned. Enclosed is copy of a letter from Mr. Roy Pyle, together with a sketch covering the Raymond property in which he proposes two solutions to their problem with estimates of cost for each.

Also enclosed is a copy of a report from Mr. Pyle on the Shannahan property, together with a letter from Mr. Shannahan requesting corrections to his access and suggesting a possible solution. Since the Shannahan access to the highway was not the main access and used only a portion of the time, there is some legal question as to our responsibilities.

Information concerning both properties is forwarded herewith for advice as to disposition.

A. E. JOHNSON
Assistant Division Engineer

CONSTRUCTION DIVISION
RECEIVED
SEP 17 1957
NOTED-- CE AGE ALE COE

AEJ:w
Encl.
cc: Roy W. Pyle

FORM S 80 3M 8-51 60318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
Sept. 30, 1952

SUBJECT: Shannahan - Gage Property
Hillsdale-Washington Co. Line Sec.
Beaverton-Hillsdale Highway
Prefix 26-1058
So. Salt Sta. [illegible]

To: Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

Attn: Mr. A. E. Johnson

Herewith copy of a letter from Mr. R. E. Shannahan contract seller of lots 9 and 10 in block 21 of Fairvale Addition near Glencullen.

The 10 foot alley on the east side of lot 9 was on a 20 % grade and was used only as one way access to the highway because the steep grade and condition of its surface prevented cars from going up the grade. Regrading this to conform to the widened highway would result in a 22 % grade and would require widening beyond the east alleyway line approximately 10 feet and tapering back some 60 feet. This additional right of way would have to be taken from lot 8 as the Shannahan house is near the west line of the alley. It appears that the resulting 22 % grade would not warrant this work.

The solution given in part 1 of Mr. Shannahan's letter has been shown on the accompaning sketch. This would require additional right of way from lots 7 and 8 which are owned by Mr. August Schuler of 5521 S. E. 70th Avenue. These lots are unimproved and have no access to the highway now. The additional right of way as sketched would be approximately 1650 sq. ft. and a slope easement 10 feet wide on lot 8 containg 500 sq. ft. I do not believe this taking would impair the value or use of these lots greatly and would provide future access if they were improved. An estimate of the construction costs exclusive of the cost of additional property is as follows:

130 cu. yd.	General Excavation at $1.00/cu. yd. ...	$ 130.00
60 lin. ft.	12" Concrete Pipe at $1.90/lin. ft. ...	114.00
35 cu. yd.	Crushed Rock at $2.70/cu. yd.	94.50
		$ 338.50

In part 2 of the letter, concrete steps are suggested. There were no steps or provision for foot traffic, other than the alley, before the new construction. It is estimated that steps would cost $ 175.00. If the road was constructed across lots 7 and 8, I believe this would provide for foot traffic and no steps would be needed.

FORM S 80 2SM 8 51 60310

OREGON STATE HIGHWAY DEPARTMENT

INTER DEPARTMENT CORRESPONDENCE

Portland, Oregon
Sept. 23, 1941

S[illegible] Shannahan - Gage Property
Hillsdale-Washington Co. Line Sec.
Beaverton-Hillsdale Highway
Prefix 26-1058
[illegible]

To: Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

Attn: Mr. A. E. Johnson

Herewith copy of a letter from Mr. R. F. Shannahan contract seller of lots 9 and 10 in Block 21 of Fairvale Addition near Glencullen.

The 20 foot alley on the east side of lot 9 was on a 20 % grade and was used only as one way access to the highway because the steep grade and condition of its surface prevented cars from going up the grade. Regrading this to conform to the widened highway would result in a 22 % grade and would require widening beyond the east alleyway line approximately 10 feet and tapering back some 60 feet. This additional right of way would have to be taken from lot 8 as the Shannahan house is near the west line of the alley. It appears that the resulting 22 % grade would not warrant this work.

The solution given in part 1 of Mr. Shannahan's letter has been shown on the accompaning sketch. This would require additional right of way from lots 7 and 8 which are owned by Mr. August Schuler of 5521 S. E. 70th Avenue. These lots are unimproved and have no access to the highway now. The additional right of way as sketched would be approximately 1650 sq. ft. and a slope easement 10 feet wide on lot 8 containg 900 sq. ft. I do not believe this taking would impair the value or use of these lots greatly and would provide future access if they were improved. An estimate of the construction costs exclusive of the cost of additional property is as follows:

130 cu. yd.	General Excavation at $1.00/cu. yd. ...	$ 130.00
60 lin. ft.	12" Concrete Pipe at $1.90/lin. ft. ...	114.00
35 cu. yd.	Crushed Rock at $2.70/cu. yd.	94.50
		$ 338.50

In part 2 of the letter, concrete steps are suggested. There were no steps or provision for foot traffic, other than the alley, before the new construction. It is estimated that steps would cost $ 175.00. If the road was constructed across lots 7 and 8, I believe this would provide for foot traffic and no steps would be needed.

The guard rail mentioned in part 3 would be a needed safety factor and should be installed. About 25 lineal feet would be needed at an estimated cost of $ 75.00.

The cut bank, in front of the house in lot 9, does no doubt create a hazard to children playing in the yard. The top of the cut bank is approximately 6 feet from the right of way line. Lot 10 west of the house is over grown with brush and would not appear to be hazardous.

The drainage field mentioned in part 5 was constructed on property owned by the department at that time. I believe it is doubtful that we would be obligated to reconstruct this encroachment.

In part 6, Mr. Shannahan is concerned with erosion of the cut bank. The only place that would appear to have any tendency towards eroding is a small area where sewage is draining out and down the cut bank and I feel this condition should be corrected by the owner.

Suming up the cost of constructing the road and guard rail would be approximately $ 415.00 with out the cost of additional property.

Roy W. Pyle

Roy W. Pyle
Resident Engineer

WESTERN LIFE INSURANCE COMPANY

SHANNAHAN AGENCY
GEN. AGENTS

MAIN OFFICE
808 PORTLAND TRUST BLDG.
PORTLAND 4, OREGON
CA 6 3191

SUBURBAN BRANCH OFFICE
R. ELMO SHANNAHAN
8425 S.W. SHATTUCK RD.
PORTLAND 19, CH 6-1819

August 29, 1957.

Mr. Ray Pyle, Res. Engineer,
State Highway Dept.,
2131 S.W. Scholls Ferry Road,
Portland 1, Ore.

Dear Mr. Pyle: Re: [illegible] erty located at 4736 S.W. Hillsdale Beaverton Hwy.

Mr. Harry B. Gage, the present occupant, is the purchaser of this property under a contract but we are the legal owners and as such we are directing this letter to the Highway Department to call their attention to a situation which is untenable because of the new highway that is being constructed.

The description of this property is Lots 9 and 10 with the exception of 8' on the west side of Lot number 10 in Block 41 Fairvale Addition in Multnomah County.

On the east side of the property is a 20' alley which has been dedicated in the plot and used since on or before [illegible] alley has provided access to the highway, not only for occupants of the property above mentioned but also neighboring properties and even by people who live further back of this particular location.

As a property owner and tax payer I feel that I have a reason to complain and call the attention to the Highway Department to a condition in which I feel they have been remiss. The factors involved are as follows:

1. No provision has been made for egress from this property or from this County alley. Instead, the alley ends abruptly with a 14 or 15 foot embankment leading to the highway. My contention is that the owner of property should have ingress and egress. Especially in the moving of furniture or any heavy article it should be possible for a truck to enter from Martha street to the south coming down the alleyway and discharging or loading opposite the location of the home. To do this it would seem that a roadway could be constructed leading from the alley down to the highway across the north end of the two lots immediately east of the house. We understand that this property, consisting of two lots, just east of the present alley, is owned by August Schuler, 5521 S.E. 70th. Avenue. In making this grade it would be possible to form an apron to the North sufficient to allow a car to park and still providing passageway for other traffic. In the present condition the alleyway is practically valueless to anyone because it is impossible for people to drive down and then back out because of the grade that exists.

2. No provision has been made for foot traffic up or down this alleyway connecting onto the highway. It is therefore suggested that concrete steps be installed for this purpose, to assist the public in getting down to the highway to shop or to catch busses to or from town.

3. At the foot of the alley at the beginning of the grade to the highway a guard rail should be set up or posts placed so that in the event that a car should get away or that a car's brakes should fail or be released there would not be a fatality resulting.

4. There was no hazard involved in this property prior to the grading of the highway. However, now the embankment that is involved is a serious hazzard to children and even adults because of the height of the bank. It is suggested and I feel that it is the Highway Department's responsibility to safeguard this area by putting a fence such as a cyclone type fence along the bank in order to avoid serious accidents. This is an entirely different situation than if it were out on the highway in the country areas. Here the territory is fairly densely populated and people could very easily endanger their lives by being unfamiliar with the situation.

5. Sewage drainagefield. In 1945 or 1946 a complete line of tile according to State specifications was placed in front of the property with a clean-out as required. Into that was directed the drainage from the sewage disposal field according to the Multnomah County saniteer who directed the installation of the drainage field. Since the excavation has taken place this entire field has been removed, and consequently the drainage is down the bank, seepage entering the tile line along the highway. This is not a thing of beauty nor is it entirely sanitary. We feel that it is the duty of the Highway Department to relocate a field even if it has to be placed upon the adjoining lot to the west in order to overcome the objection.

6. In order to prevent erosion of the soil immediately in front of the residence it is our suggestion that a retaining wall be placed there of rock to connect with the proposed steps and arid ending on the west side at the location of the telephone pole.

I am sure that the result in existing conditions were not anticipated by the department. otherwise the above proposals would not have been necessary because they would have already been cared for. Since they exist we take this opportunity to present them to you and seek your cooperation in remedying the situation.

Very truly ours,

R. Elmo Shannahan

RES/vs

Property Line

Top of Cut Bank

Highway Shoulder

Edge of Pavement

Edge of Hillsdale Highway

600'

COUNTY MAP

SHOWING SALE PROPERTY

Hillsdale and Ingham County Line Section

Edge of Hillsdale Highway

Scale: 1" = 100'

House

Proposed Relocation of Creek

Proposed Guard Rail

81+00

81+50

Property Line

Shaded area represents
Right of Way & Slope Easement
necessary for relocation of
street connection.

Street

House

Garage

(Lot 9)

Harry B. Gage, Contract Purchaser
R.E. Sloanaker, Contract Seller

House

PLAT OF FOUR LOTS

FAIRVALE SUBDIVISION, MULTNOMAH COUNTY

Showing Existing Buildings Property

and Proposed Re[illegible] Already Connected to Sewer

Beaverton-Hillsdale Highway,

[illegible]

12

11

1

2

3

4

5

6

Raymond Property

S W 40th Drive

Way ℄

Beaverton-Hillsdale Highway ℄

84+56.00 P.T.

84+83.64 E.C.

84+86.12 P.C.

84+74.26

50'

PLAT OF F

FAIRVAL SUBDIVISION,

17
16
15
14
21
13
12
Gage Property
9
8
7
6
5
10
11
1
100'
10'
12" Bp.
Edge of Pavement
Right of Way ℄
Beaverton-Hillsdale Highway
80+58.26 P.C.
82+56.00 P.C.

R" 75°-56'-52"

50'

1

2

3

4

5

6

MARTIN

18+58.66 P.S.

R' 78°-43'-BC

80+59.26 P.C.C.

100'

19

18

17

16

15

7

10'

10

MARTHA ST.
1
2
3
50'
N. 75°56' E.
78+58.26 P.S.

RECEIVED
NOV 12 1957
FOR FILING
FORM ESO—SOM—8-57—1476

1 - Co.
(1 - E W)
4560

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25, 1957

SUBJECT: Washington Co. Line-Hillsdale
Beaverton-Hillsdale Highway
Contract No. 4560

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

It has become evident that the subject named project is going to overrun the project authorization by approximately $48,000, or 13 per cent.

The basic reason for the overrun is the fact that the plans did not truly reflect field conditions found on the job. This came about because the job was originally submitted by the field to the same cross-section that had been used on the Beaverton-Multnomah County Line Section that was built previously. This was not approved by the Bureau, who required a wider section. The plans were then expanded in the design room without further reference to field data. This resulted in an inadequate drainage system that had to be supplemented throughout the job.

Following are listed the major items contributing to the overrun:

Overrun of Contract Bid Items

Class "B" Asphaltic Concrete (Additional material required to bring present road to true cross-section.)	1,100 Tons	+ $ 6,325	
Extra Asphaltic Concrete Approaches (Mostly due to approaches that developed since inception of job.)	30	+ 1,050	
Miscellaneous Overruns		+ 953	
Miscellaneous Underruns		- 6,151	
Overrun of Contract Bid Items			$ 2,178

NOTED
COOPER

Price Agreements, Extra Work Orders, and State Force Orders contributing to Overrun

Price Agreement No. 1 (Supplementing drainage, curbs and footpaths at Fanno Creek.)	+ $ 6,950
Price Agreement No. 2 (Install 48-inch pipe in lieu of channel change to avoid additional taking of right of way.)	+ 7,671
Price Agreement Nos. 3 and 5 (Special manholes for additional drainage work.)	+ 925
Price Agreement No. 4 (Additional storm sewer and perforated pipe with backfill due to drainage situation encountered throughout job.)	+ 12,700
Extra Work Order No. 1, Flagging (Extra Flagging required due to heavy traffic.)	+ 2,000
State Force Order (Saving on moving water system.)	- 3,400
Minor Savings in Extra Work Order	- 135
Total Unanticipated Extra Work Items	$26,711
Engineering Overrun (Occasioned by three construction seasons and restaking necessary caused by same.)	29,000
Less Uncommitted Contingencies	- 9,889
TOTAL OVERRUN	$48,000

In view of the above, it is recommended that the Highway Commission be requested to increase the project authorization for this job by $48,000. A suggested rough draft to the Commission is attached hereto for your consideration.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc
Attach.

RECEIVED
SEP 30 1957
FOR FILING

FORM E-80X—80M—11-55—80235
X 19(2)
US-198(4)
4560

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25, 1957

SUBJECT: Washington Co. Line-Hillsdale
Beaverton-Hillsdale Highway
Contract No. 4560

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

Reference is made to Mr. Johnson's letter of September 17th dealing with the access problem on the alley between Lots 8 and 9 of Fairvale Addition.

It has been decided to try and buy right of way off of Lots 7 and 8 along with a slope easement in order to bring the alley down as shown on the sketch map submitted with Johnson's and Pyle's letters. The Right of Way Department will immediately attempt to secure this right of way. If this attempt is successful, we will proceed with the construction of the approach. We concur with Mr. Pyle's recommendation that a guard rail should be placed across the alley where it dead-ends at the top of the cut bank. Also, that we should fence with Type 3 fencing across Lots 9 and 10. It is thought that with the construction of the approach to the alleyway across Lots 7 and 8 it will not be necessary to construct the concrete steps suggested by Mr. Shamahan.

Will you please proceed with the necessary construction as soon as the Right of Way Department indicates that they have the property under option.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Ass't Construction Engineer

LHY:je

Encl.

cc R. L. Porter
Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
SEP 26 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 27 1957
FOR FILING

S-19x(3)
45-198(4)
4560

September 17, 1957

Mr. Pat Lonergan
410 N. W. 18th Street
Portland, Oregon

Dear Mr. Lonergan:

Reference is made to your letter of August 28 in behalf of Mrs. Jane Berts, who owns the post-office building at Glenwillen.

Investigation has revealed that we bought no property from Mrs. Berts and occupied only our existing right of way for the building of the improved facility, which comes quite close to the doorway of the building. Because this building is a post office and a quasi-public building, it is thought that some aid can be given in providing for adequate parking in the vicinity. We are, therefore, authorizing the use of up to 1,500 cubic yards of excavated material for the purpose of building a fill in back of the roadbed fill, on which vehicles can be parked. We are making this material available to Mrs. Berts, and she is to direct the placement of the same so as to give her the best utilization of the material. This is being done on the basis that our contractor, Porter Yett, will be agreeable to the change in plans. It will, therefore, be necessary for Mrs. Berts and Mr. Yett to work out the details between them. Mr. Yett has indicated that he is agreeable to dumping the dirt for Mrs. Berts but will do no work in the shaping of the same into a parking lot.

In addition to this, it will be necessary that Mrs. Berts obtain road-approach permits and so arrange the road approaches that cars utilizing the parking space provided will not be backing directly out into the line of traffic.

Our resident engineer and maintenance superintendent in the area will confer with Mrs. Berts to the end that safe ingress and egress to the parking lot can be made and a permit issued therefor.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

cc Mrs. Jane Berts
Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. G. Shelton
Mr. Ralph Sipprell

CONSTRUCTION DIVISION
RECEIVED
SEP 12 1957
ROUTED ☐ ☐ ☐ ☐ ☐
CE ACE COE

FORM E-99K—37,000—8-57—1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 11th, 1957

SUBJECT: Bertz Property
Beaverton-Hillsdale Highway

To:
Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Under date of August 30, 1957 by construction division assignment No. P-5, you forwarded copy of a letter dated August 28, 1957 from Mr. Pat Lonergan, former senator from Multnomah County. Mr. Lonergan had written in the interest of Mrs. Jane Bertz, who owns a building at Glencullen which is occupied by the Post Office and by other vacilities. Mr. Lonergan has asked that the state provide an off street parking area just east of the building and north of the Hillsdale-Beaverton Highway. It is estimated that the construction of the off street parking fill area would require in the vicinity of 1000 cubic yards of fill material.

I am enclosing copy of a letter dated September 6, 1957 from resident engineer Roy W. Pyle. Mr. Pyle states that there will be approximately 16,000 yards of material not needed for embankment in this section, and that this excess material is to be stockpiled near the intersection of Terwilliger Boulevard, and between Hillsdale and Barbur Boulevard. It is believed that sufficient material will be stockpiled at this site for future requirements at this location. Our contractor, Porter W. Yett, has advised us that if any of this material were made available for the Bertz property, that he would haul it and place it in the fill without additional cost to the state. This would eliminate hauling costs of about 20 cents per yard which would be required if the material was taken to the stockpile area near Terwilliger Boulevard. Mr. Yett advises that material hauled to the Bertz property would be dumped without compacting, and that Mr. Yett would not assume any responsibility for other than dumping the fill material. Mrs. Bertz is providing for the necessary clearing of this fill area. The actual fill to be placed as requested by Mrs. Bertz would amount to approximately 1000 yards maximum rather than the 1500 to 2000 mentioned in Pyle's report. The fill would be placed between an existing cross culvert and the Post Office building, but would not interfere with either the drainage or the existing building.

I do not see any responsibility on the part of the state for the construction of this fill area to be used for off street

parking. This would be of some benefit to the people in this immediate area, and would eventually help the parking situation in the vicinity of the Post Office.

Will you please advise what action you wish taken on this request.

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: Roy W. Pyle

FORM S-80 2000 9-51 52015

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 6, 1957

SUBJECT: Berts Property
Wash. County Line-Hillsdale Sec.
Beaverton-Hillsdale Highway
Div. File #186

To: Mr. A.G. Skelton,
Division Engineer,
Portland, Oregon.

Reference is made to Mr. Lonergan's letter to Mr. W.C. Williams under date of August 28, 1957. This was in regards to providing parking space at the Berts Property in Glencullen.

As you suggested, I have contacted Mr. Lonergan in an effort to determine what size or type of parking area is desired, apparently he nor Mrs. Berts have anything definite in mind other than an area to accommodate customers of the coffee shop and people calling at the Post Office. You will note that Mr. Lonergan mentions 1500 to 2000 yards of dirt, this quantity of material would widen the fill east of the building approximately 20 feet for a length of approximately 150 feet.

There will be an excess of approximately 16,000 yards of material not needed for embankments in this section. Special provisions of the contract provide for the contractor to haul and embank this material south of the highway near the intersection with Terwilliger Blvd., to be used in construction of a new connection at this point.

Mr. Porter W. Yett, contractor on this section has indicated that if the material was made available for the Berts property he would haul and place it with out cost to the State. If the Department should approve Mr. Lonergans request, I believe fewer complications would arise if a quantity of material was made available and the details worked out by Mrs. Berts and Mr. Yett. This is due to the fact that fill material is very much in demand in this locality and many parties have made inquiries about having their lots filled with excess material.

In the interest of safety it might be well to restrict vehicles, in some manner, from backing into the traffic lane when leaving the parking area.

Roy W. Fyle

Roy W. Fyle
Resident Engineer

ASSIGNMENT

Date: August 30, 1957 No. 504 By FC

Description: Letter of 8-28-57 by Pat Lonergan, Portland, regarding property of Mrs. Jane Bertz at Glencullen. He states highway widening will cause traffic to go practically to door, leaving no parking area, and tenants will move. He suggests parking space east of building.

Acknowledged by____ Referred to Edwards

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks: Please prepare reply. After ascertaining facts I am sure the answer must be no.

FC

PLEASE RETURN TO FORREST COOPER

Executed 9-11-57 Report Received_____

CHAIRMAN: COMMITTEES:
MEMBER: PUBLIC WELFARE AND INSTITUTIONS
EDUCATION
PUBLIC HEALTH
ROADS AND HIGHWAYS

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Portland, Oregon.
August 28, 1957.

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to 2000 yards of dirt. I
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ld contact them.

Personally I feel that if the Highway Department fails to remedy this situation it will be one of the worst cases of public relations in my experience.

Trusting that you will see your way to take care of this situation, I remain

Yours sincerely,

Pat Lonergan

77.90
36.30
36.30
176.00
1.32
136.16
,412.20
125.10

RECEIVED
AUG 29 1957
OREGON
STATE HIGHWAY COMMISSION

PLEASE RETURN TO FORREST COOPER

or Bridge Engineer

Highway Engineer

Confirmed by: ..... Division Engineer

State Printing 86719

SENATOR PAT LONERGAN
810 N. W. 18TH ST.
PORTLAND, OREGON

OREGON

COMMITTEES:
CHAIRMAN: PUBLIC WELFARE AND INSTITUTIONS
MEMBER: EDUCATION
PUBLIC HEALTH
ROADS AND HIGHWAYS

REFERRED TO
Cooper
By State Highway Engineer

STATE OF OREGON
SENATE CHAMBER
SALEM

Portland, Oregon.
August 28, 1957.

Mr. W.C.Williams,
State Highway Engineer,
Salem, Oregon.

Dear Mr. Williams:

I am writing you in the interest of Mrs. Jane Bertz who owns the building at Glencullen, which is occupied by the Post Office and other facilities. The highway now under widening process goes practically to the door of the building, eliminating any parking space. On account of the construction of the building it is impractical to move it and the tenants will vacate unless conditions are remedied. Mrs. Bertz is a widow and her life savings are invested in the building.

Parking space can be provided east of the building by a fill requiring some 1500 to 2000 yards of dirt. I have explained the situation to Engineers Skelton and Pyle and I would be glad if you would contact them.

Personally I feel that if the Highway Department fails to remedy this situation it will be one of the worst cases of public relations in my experience.

Trusting that you will see your way to take care of this situation, I remain

Yours sincerely,

Pat Lonergan

PLEASE RETURN TO
FORREST COOPER

RECEIVED
AUG 29 1957
OREGON
STATE HIGHWAY COMMISSION

Bridge Engineer

Highway Engineer

Confirmed by: ..... Division Engineer
Assistant

State Printing 26719

RECEIVED
NOV 13 1957

Form No. E-273—10M—7-56

OREGON STATE HIGHWAY DEPARTMENT

FOR FILE

Report on Expected Over-run of Project Authorization

Project Name Washington County Line-Hillsdale Section Date Sept. 13, 19 57

Highway Beaverton-Hillsdale Contract No. 4560

County Multnomah Kind of Work Grading and Paving Contractor Burton L. Yott

4560

Contract Amount $ 324,741.90

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount
Major items, itemized:			
3. Drainage Excavation, Unc.	-1,000 cu. yd.	2.10	-$2,100.00
4. General Excavation, Unc.	-4,000 cu. yd.	3.55	-$14,200.00
12. 12 Inch Concrete Pipe	-400 Lin. Ft.	1.30	-$ 520.00
13. 18 Inch Concrete Pipe	-170 Lin. Ft.	3.30	-$ 561.00
20. Extra for Pipe Under Pavement	+220 Lin. Ft.	3.00	+$ 660.00
30. Class "B" Asphaltic Concrete	+1,100 ton	5.75	+$6,325.00
31. RS-1 Asphalt in Tack Coat	-11 ton	70.00	-$ 770.00
32. Extra for Asphaltic Concrete Approaches	+30 each	35.00	+$1,050.00
Minor items, unitemized algebraic total			+2,177.90
Subtotal			$
Approved work orders (Price, extra work and state force orders)			$ 44,436.39

Expected over-runs and under-runs in work orders:	Amount
Major items, itemized:	
EWO #1, Flagging	+$ 2,000.00
EWO #2, Revision of Inlet Grates	-$ 3,406.27
P. A. # 1, Drainage Revision, Inlet No. 8 Reject	+$ 611.00
P. A. # 4, Drainage Revision, Inlet No. Reject	+$3,505.93
Minor items, unitemized algebraic total	-$ 138.66
Subtotal	$ 42,376.39
Authorization for engineering	$ 45,471.12
Expected over-run or under-run of engineering authorization	$ 3,094.73
Costs not included above (explain)	$ -0-
Allowance for future contingencies (2 % of work remaining)	$ 3,412.20
Credits to come from transfers and deductions	$ -0-
Present estimate of project cost	$ 42,376.39

Brief Statement of principal causes of over-run:

See Attached Sheet.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 39,276.00
Present estimate of project cost	$ 42,376.39
Expected over-run (Amount)	$ 3,100.39
Expected over-run (per cent)	7.9 %

Space to right of this line is for use of Salem office.

Submitted by: Roy W. Pyle Resident Engineer

Confirmed by: A. E. Johnson Assistant Division Engineer

Noted by: T. Nygren Construction or Bridge Engineer

Noted by: Deputy or Assistant State Highway Engineer

State Printing 86719

Statment of Principal Causes of Over-run:

Engineering expenses have been greatly increased due to insufficient design work and revisions after field location. This has made necessary a great deal of field work in revising right of way lines, drainage, and in some cases revising the construction line location. The numerous utilities that had to be moved also caused additional engineering costs in determining new location. Engineering expenses were also increased due to the fact that the project was slope staked in the spring of 1956 and no grading was begun until the week of July 15, 1957. Therefore, practically all stakes had to be reset.

The estimate for class "B" asphaltic concrete has been closely computed and is estimated to be 8.2 % greater than the construction amount.

Flagging costs are extremely high due to heavy traffic using the road during construction.

The principal cause of over-run on P. A. # 1 is the addition of approximately 13 cu. yd. of concrete in curbs.

P. A. # 4 will over-run approximately $ 3,500.00 due to the necessary addition of drainage for seepage areas in the subgrade that became evident after grading had been done and after the quantities for the price agreement were estimated.

RECEIVED
FEB 26 1957
FOR FILING

February 25, 1957

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2, covering revision of drainage on the Washington County-Line-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah County, Contract No. 4560, in connection with Federal Aid Project No. US-198(4).

This work is necessary to provide adequate drainage between Stations 31+97 and 37+25. The planned channel change for Fanno Creek is in material subject to slide. Due to width of right of way it is not possible to flatten the slope sufficiently to prevent them, and evidence of potential slides is now showing. Installation of the 48" pipe will eliminate future trouble of this nature.

Federal participation at contract prices is requested.

Copies of the portion of sheet #10 of the construction plans showing the proposed drainage revision are attached.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DEPrCF

RECEIVED
FEB 18 1957
FOR FILING

S-198 (3)
US-176 (4)
4560

February 15, 1957

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of January 11, 1957, returning copies of Order for State Force Work 285 covering payment to Hapleswood Water District for revising its facilities under Contract No. 4560, Washington County Line-Hillsdale Section in Multnomah County, Oregon Project S-198(3), US-198(4).

We are enclosing a copy of the agreement between the State and Water District, and calling your attention to the section of said agreement (d) which states that:

"(d) State has called upon District to make the indicated changes and revisions in its water supply facilities and fire hydrants but District represents and affirms to State that it has no funds available and is unable to raise funds to cover the labor costs of such changes and revisions, without which representation and affirmation this agreement would not be made by State."

Also, note in section (c) that the Water District is to furnish materials, and that the State is not paying for improvements to the present system.

This should answer objections to approval of this work order. This work will be included in the final voucher.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DEPiler

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Mr. Probert

08-35

February 11, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Projects US-198(4) and S-198(3)
Washington County Line-Hillsdale Section
of the Beaverton-Hillsdale Highway

Dear Sir:

We are returning herewith all copies of Order for State Force Work, Account No. 285 covering revision of the Maplewood Water System on the above projects.

All of the proposed work is on Project S-198(3) and is therefore administered under the 1954 Secondary Road Plan. Under that plan it is not necessary to have Bureau of Public Roads' approval of extra work and force account orders, price agreements, etc. However, as outlined in Chewry Memorandum No. 15, copies of which were sent you on July 29, 1955, it is necessary to forward copies of such documents if the final voucher does not include an adequate statement of work performed and costs thereof.

As stated in the agreement between State and water district, the installations involved are on State highway right-of-way and according to the terms of the permits the water district is obligated to make any necessary changes. This, we believe, is in accordance with State laws. If there is any additional ruling which shifts responsibility to the State where the utility district lacks funds for the work, we would appreciate your calling it to our attention.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

Encls.

RECEIVED
FEB 12 1957
FOR FILING
S-198 (3)
US-101 (1)
4567

OC-35

February 11, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Projects US-198(4) and S-198(3)
Washington County Line-Hillsdale Section
of the Beaverton-Hillsdale Highway

Dear Sir:

We are returning herewith all copies of Order for State Force Work, Account No. 285 covering revision of the Maplewood Water System on the above project.

All of the proposed work is on Project S-198(3) and is therefore administered under the 1954 Secondary Road Plan. Under that plan it is not necessary to have Bureau of Public Roads' approval of extra work and force account orders, price agreements, etc. However, as outlined in Cherry Memorandum No. 15, copies of which were sent you on July 29, 1955, it is necessary to forward copies of such documents if the final voucher does not include an adequate statement of work performed and costs thereof.

As stated in the agreement between State and water district, the installations involved are on State highway right-of-way and according to the terms of the permits the water district is obligated to make any necessary changes. This, we believe, is in accordance with State laws. If there is any additional ruling which shifts responsibility to the State where the utility district lacks funds for the work, we would appreciate your calling it to our attention.

Very truly yours,

C. G. POLK
District Engineer

Encls. Original to Mr. Probert

NOTED
FORREST COOPER

RECEIVED
FEB 1 1957
FOR FILING

L-198(3)
NS-198(4)
4560

January 31, 1957

Mr. G. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are resubmitting herewith copies of Order for State Force Work covering installation of horizontal drains in cut slopes on the Washington County Line-Hillsdale Section of the Sunnyside-Hillsdale Highway in Washington County, Contract No. 4650, Oregon Project No. NS-198(4), with the request that force account methods by state forces be approved for this work.

The contractor is not equipped to do this work. Special drilling equipment is necessary, which the state owns and operates with specially trained crews.

The estimated amount of this order is too small to be let by contract.

The work consists of drilling horizontally into cut slopes and inserting concrete or perforated metal pipe to drain seepage water or trap springs for prevention of slides and sloughing of the cut banks. The size and type of pipe is determined by conditions encountered, 4" to 8" pipe being used as required.

The estimate for the work is $1,000.00 with the estimated Federal funds to be provided at 60%, or $600.00

Equipment rates will be in accordance with regular rates.

This work has not been done.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Fremont Cooper
Deputy State Highway Engineer

FC:ow
Encl.

RECEIVED
JAN 21 1957
FOR FILING

S-198(3)
US-198(4)
4560

January 17, 1957

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State Share of flagging costs on the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah County, Contract No. 4560, in connection with Federal Aid Project No. S-198(3), US-198(4).

Very truly yours,

H. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DCP:lcw

Enclosure

RECEIVED
JAN 21 1957
FOR FILING

S-198(3)
NH-198(4)
4560

January 17, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 233 covering installing horizontal drains in cut slopes on the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah County, Contract No. 4560, in connection with Federal Aid Project No. 115-198(4).

This work is necessary to drain seepage water encountered in cut slopes. The State has the necessary drilling equipment and men for this work. The contractor does not have the special equipment necessary.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DHP:dr
Encl.

RECEIVED
JAN 16 1957
FOR FILING

S-198(3)
WS-198(4)
4560

January 14, 1957

Mr. C. G. Pelt
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 285 covering the revision of the Maplewood water system on the Washington County line-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah County. Contract No. 4560, in connection with Federal Aid Project No. S-198(3), WS-198(4).

This work is necessary for revision of the highway. Copies of the agreement with the Maplewood Water District and estimate of costs are attached.

Very truly yours,

H. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

HCPiker

RECEIVED
JAN 7 - 1957
FOR FILING
FORM E-80X—6000—11-56—80228

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

S-198(3)
US-198(4)
4560

Portland, Oregon
January 4th, 1957

SUBJECT: Washington Co. Line-Hillsdale
Prefix 26-1058, Cont. 4560

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

This office has had inquiry from the Maplewood Water District as to reimbursement for their costs in revising their facilities on the above subject project.

Under date of October 15, 1956 we were advised by Mr. M. B. Glaisyer that the Commission had approved payment not to exceed $7,591.23, and ordered the matter covered by appropriate agreement between the department and the Maplewood Water District. On October 25, 1956, copies of an agreement covering payment were submitted to Mr. Glaisyer, having been signed by the officers of the Maplewood Water District.

The Maplewood Water District advises that they are paying their contractor 5% interest on amounts due him, and are unable to complete his payments until they receive payment from our department.

Could you advise if further action is required for the Maplewood Water District to receive payment.

Original Signed by A. E. Johnson

A. E. JOHNSON
Assistant Division Engineer

AEJ:m
cc: M. B. Glaisyer
Roy Pyle

REFERRED TO
BY SECRETARY

RECEIVED
1957

RECEIVED
1956
FOR FILING

S-19: (3)
HS-192 (4)
4560

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 3, 1956

SUBJECT: Washington Co. Line-Hillsdale
Beaverton-Hillsdale Highway
Contract No. 4560

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

Reference is made to your letter of November 29 concerning your recommendation for a revision in plans on the subject named section from Station 126 westerly to Fanno Creek.

Over 50 percent of the work shown on the plan submitted was previously approved when we reviewed the complaint regarding Mrs. Axel Kahlin's property and agreed to the extension of the sidewalk on the southerly side from Fanno Creek to 65th Avenue. It appears that the work you recommended on the northerly side should be done in the interests of safety. The subject revision as represented on this plan is therefore approved. Estimated net cost of this improvement would be approximately $4,500. You will have to arrange with the contractor for doing this work. This should be covered by a price agreement so as to avoid misunderstandings upon completion of the job.

Tom Edwards
Construction Engineer

By

L. H. Young
Ass't Construction Engineer

LHY:js

Encl.

cc Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-50X—50M—11-50—00229

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 29, 1956

SUBJECT: Washington Co. Line - Hillsdale
Cont. No. 4560, Prefix 26-1058

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Reference is made to your letter of September 26, 1956, authorizing the installation of a pipe in the ditch in front of Mrs. Axel Kahlin's property and the extention of the footpath from Fanno Creek to 65th Street, all of which is on the south side of the Beaverton - Hillsdale Highway. This work was authorized to be done on Porter Yett's Washington County Line - Hillsdale project.

The extention of the asphaltic concrete footpath from Fanno Creek to 65th Street will require the addition of a storm sewer for the same distance. Under the original plans, the drainage is discharged on the north side of the highway at Station 125+45 and drainage on the south side of the highway from Station 125+45 was to flow westerly to Fanno Creek in a roadway ditch. The outlet for the drainage water at Station 125+45, takes the drainage water between two landscaped homes to Fanno Creek to the north of the highway. Up to now this drainage has not amounted to any considerable amount but will be increased due to the installation of curbed section and storm sewers to the east of this point. Inasmuch as sewer pipe will be required from 65th Street to Fanno Creek, it seems desireable to redesign the drainage and carry the water by storm sewer to Fanno Creek on the south side of the highway.

With the addition of a curb section from 65th Street to Fanno Creek, necessitated by the additional concrete footpath and with a curb section required by the original plans from Station 120+93 to 123+70, it is proposed to extend curbs on the south side of the highway from 65th Street to Station 123+70 in order to eliminate a small gap without curbs.

The property on the north side of the highway and just west of Station 126 is occupied by a garden supply store, which for many years has been the source of considerable traffic hazard due to promiscuous parking

on the highway shoulders, and due to backing maneuvers out onto the highway. It is recommended,to eliminate these traffic hazards, that curb construction on the north side of the highway be continued from approximate Station 124 westerly to Fanno Creek. The commercial activity described above has been granted two 30' driveways which should be adequate for their needs.

Enclosed herewith is an estimate of the proposed construction involved in the above changes. The proposed additional work amounts to an estimated $7459.45 and with a credit for the original design costs eliminated of $2994.80 net, cost results of $4464.65. This would represent an over-run of 1.3 per cent.

The enclosed plan of these proposed changes is submitted for approval,which is recommended.

A. E. JOHNSON
Assistant Division Engineer

AEJ:ar
Encl.
cc: Roy Pyle

RECEIVED
DEC 3 1956
OFFICE OF
CONSTRUCTION

WASHINGTON COUNTY LINE - HILLSDALE

BEAVERTON - HILLSDALE HWY.

Multnomah County
Sections 15 & 18
Fed. Aid # S-198(3)

Prefix 26-1058

Contract No. 4560

Estimate of Proposed Construction

Summary of Cost

Item	Unit	Unit Price	Quantity	Amount
Gen. Excavation	cu.yd.	$0.55	400	$ 220.00
Drainage Excavation	cu.yd.	2.10	486	1,020.60
12" Conc. Sewer Pipe	lin.ft.	150	491	736.50
18" Conc. Sewer Pipe	lin.ft.	3.70	521	1,927.70
Conc. Catch Basins	each	60.00	8	480.00
Conc. Manholes	each	165.00	4	660.00
Concrete Curbs	cu.yd.	35.70	62	2,215.40
Asphaltic Conc.	ton	5.75	35	201.25
			Total	$ 7,459.45

Original Design Cost

Drainage Excavation	cu.yd.	$2.10	251.4	$ 527.94
Manholes	each	165.00	3	495.00
Catch Basins	each	60.00	4	240.00
18" Sewer Pipe (Conc.)	lin.ft.	3.70	72	266.40
12" Conc. Sewer Pipe	lin.ft.	1.50	555	832.50
Concrete Curb	cu.yd.	35.70	17.73	632.96
			Total	$ 2,994.80
				$ 4,464.65

Net Difference

RECEIVED
NOV 1956
FOR FILING
FORM E-30X—50M—11-55—30225

S-198 (3)
US-198 (4)
4560

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 23, 1956

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

The subcontract between Porter W. Yett and B. J. Shepherd & Son, covering Items 3 and 19 to 19, inclusive, on the Washington County Line-Hillsdale Contract No. 4560, Oregon S-198 (3) and US-198 (4) is approved, and you may so inform the interested parties.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

cc to: Forrest Cooper
C. G. Polk (2)

NOTED
FORREST COOPER

RECEIVED
NOV 26 1956
OFFICE OF
STATE HIGHWAY ENGINEER

encls. 1

RECEIVED
NOV 5 1956
FOR FILING

S-198(3)
US-198(4)
4560

November 2, 1956

Mr. Elden W. Carter
Consulting Civil Engineer
Portland Trust Building
319 S. W. Washington St.
Portland, 4, Oregon

Dear Sir:

We are enclosing herewith for the records and files of the Maplewood Water District a fully executed copy of an agreement between the State Highway Commission and the Maplewood Water District covering payment to the District for certain changes and revisions in the location of its water mains, water service connections and fire hydrants located on the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Encs.

encls. 1

RECEIVED
NOV 7 1956
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. 4722

S 198 (3)
US-198 (4)
4560

Salem, Oregon
November 2, 1956

Agreement: Maplewood Water District
Washington County Line-Hillsdale Sec.
Multnomah County

Mr. W. C. Williams
State Highway Engineer
Office

Attached hereto are two partially executed copies and four conformed copies of an agreement with the Maplewood Water District covering payment to the District for certain changes and revisions in the location of its water mains, water service connections and fire hydrants located on the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Maplewood Water District, c/o Elden W. Carter, Consulting Engineer for the District.

Secretary

rm
Attach: 6

REFERRED TO
BY SECRETARY
to file

encls. 6

FORM E20—5014—11-52—90234

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 25, 1956

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary
State Highway Commission
Salem, Oregon

I enclose herewith four copies of the agreement covering payment to the Maplewood Water District on the Washington County Line - Hillsdale Section of the Beaverton - Hillsdale Highway, properly signed by the President and Secretary of the Maplewood Water District.

A.G. SKELTON
Division Engineer

By:

E. E. Stream

E. E. STREAM
Division Office Engineer

EES:ar
Encl.

AUTHORIZED BY HIGHWAY COMMISSION
DATE Sept 27, 1956 agenda item 4-g
Floyd Query
Asst Secretary

RECEIVED
NOV 27 1956
REFERRED TO
BY SECRETARY

2-191 (3)
US-191 (4)
4560

Salem, Oregon
October 15, 1956

Maplewood Water District

Col. A. G. Skelton
Division Engineer
Portland

The State Highway Commission at its meeting on September 27, 1956 discussed the matter of reimbursing the Maplewood Water District for the actual cost of revising its facilities to accommodate construction of the Washington County Line-Hillsdale Section of the Hillsdale-Beaverton Highway. Previously the Commission authorized an expenditure of $5,150 for this purpose based on an estimate before the work was undertaken. The Commission was advised that the work actually cost $7,591.23. Mr. Williams recommended payment of the increased amount not exceeding $7,591.23. The Commission adopted the recommendation and ordered the matter covered by appropriate agreement between the two parties.

Pursuant to those instructions a form of agreement has been prepared by our Legal Division. I enclose four copies of the same and request that you present them to the Maplewood Water District for acceptance. When they have been signed by the proper officials of the District, return all copies to me for further handling. I will furnish the District with a fully executed copy when they have been signed by the Highway Commission.

Thanks a lot.

H. B. Glaisyer, Secretary

MBG:jmc
Encls.

Contract sent to Jules 11-5-56 mc

Encls. 6

FORM H30—12½M—8-55—66209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5, 1956

SUBJECT:

To: Mr. W. C. Williams
State Highway Engineer
O f f i c e

L

Enclosed herewith are eight (8) copies per proposed agreement to be entered into with the Maplewood Water District for the amount of our prior agreement with the water district, raising the amount of the State's contribution from $5,150.00 to $7,591.23.

Luther L. Jensen

LUTHER L. JENSEN
Assistant Attorney

LLJ:ph

Enclosures

4 copies sent to Skelton for approval of water district 10/15/56

RECEIVED
OCT 5 1956
OFFICE OF
STATE HIGHWAY ENGINEER

encls. 4

RECEIVED
OCT 15 1956
FOR FILING

S-17 (2)
165-174 (41)
4560

9/27/56
4g

October 5, 1956

Mr. Eldon W. Carter
Consulting Civil Engineer
Portland Trust Bldg.
319 S. W. Washington St.
Portland 4, Oregon

Dear Mr. Carter:

Reference is made to your letter of July 20, 1956, directed to Mr. A. G. Skelton, Division Engineer, Oregon State Highway Department, concerning re-arrangement of the facilities of the Maplewood Water District to accommodate construction of the Washington County Line-Hillsdale Section of the Hillsdale-Beaverton Highway. You requested that the district be reimbursed in the sum of $7,591.23, representing the State's proportionate share of the actual cost of changing the facilities, notwithstanding that the agreement between the district and the Highway Department limited the State's expense to $5,150, which was based on estimates.

This matter was discussed by the State Highway Commission at its meeting on September 27. Details were explained by the State Highway Engineer, Mr. W. C. Williams, who recommended that the district be reimbursed on an actual cost basis in the sum of not to exceed $7,591.23. You will be pleased to know that the Commission approved such payment.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:esm

Encls.

FORM ESO—3014—11-55—30884

RECEIVED
AUG 15 1956
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14, 1956

SUBJECT: Washington County Line-Hillsdale Sec.
Hillsdale-Beaverton Highway
Contract No. 4560

To:
Mr. Forrest Cooper
Deputy State Highway Engineer

O f f i c e

I am forwarding herewith copy of a letter from Mr. Elden W. Carter, Engineer for the Maplewood Water District, Portland. In his letter Mr. Carter requests that the water district be reimbursed in the amount of $7,591.23. This is not in accordance with an agreement dated March 1, 1956 entered into by the Maplewood Water District and the Highway Commission which specified that the maximum amount of reimbursement to be allowed the water district would be $5,150.00.

The basis for this claim has some merit and is as follows:

1. The original estimate was prepared by Locating Engineer Blickenstaff from data and prices furnished him by Mr. Carter.

2. This estimate was based on the job as submitted to the Salem Office. A number of revisions were incorporated in the job in the Salem Office in order to secure Bureau of Public Roads approval.

3. The original plan for moving the line contemplated that the average move would be 10 foot laterally; whereas, due to revisions in right of way made after the plans were submitted from the field, moves between 45 and 60 feet were necessitated.

In view of the changed conditions from those understood at the time this estimate was made, I recommend that the Maplewood Water District be compensated in the amount of $8,428.31 less $837.08 for materials furnished by the water district as per the agreement, or a total reimbursement of $7,591.23. subject to audit.

Attached hereto is copy of letter from Division Engineer Skelton pertaining to this matter.

L. H. Young
Asst. Construction Engineer

LHY:ep
Encls.

FORM E-30X—67,000—8-55—62567

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 10, 1956

SUBJECT:

To:
Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

I am forwarding herewith letter dated July 20, 1956, from Eldon W. Carter who is engineer for the Maplewood Water District. Mr. Carter has forwarded the bill of the Maplewood Water District, covering the moving of water district facilities, which was required by reconstruction of the Washington County Line - Hillsdale Section of the Hillsdale - Beaverton Highway which is now under contract to Porter Yett. You will note from Carter's letter, that the total cost to the district, including labor, materials, overhead, engineering, and supervision, is $8,428.31. From this total he deducts a total of $837.08 which is the cost of water main materials assumed by the district. This leaves a net balance of $7,591.23 on which he requests reimbursement to the district. The agreement between the Maplewood Water District and the Highway Commission, dated March 1, 1956, specifies the top amount for reimbursement of $5,150.00.

The original estimate was prepared by our Locating Engineer L. V. Blickenstaff from data, and prices furnished him by Mr. Carter, engineer for the district. This estimate was also based on the job that was submitted to the Salem office for this project. It is my understanding that the Bureau of Public Roads required a number of revisions in this job as submitted. These changes required widening the section and the right of way where Mr. Carter mentions unusual right of way widths and deep cuts for drainage structures were encountered, requiring, in some instances, moving services 45 to 60 ft. and lowering as much as 12 ft. with accompanying major revisions in water mains, valves, and fittings. In Resident Engineer Cochell's letter of August 6 on the work done by the Maplewood Water District, Carter's statement appears to be substantiated.

I have checked over this billing from the Water District with Mr. Carter and I believe it fairly represents the actual cost the district was to in making these changes and that the bill represents this cost, less pipe furnished by the district and for which they have imbursed their contractor. The item of district overhead, engineering, and supervision as

FORM E-30X—67,500—6-55—65567

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 10, 1956

SUBJECT:

To:
Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

I am forwarding herewith letter dated July 20, 1956, from Eldon W. Carter who is engineer for the Maplewood Water District. Mr. Carter has forwarded the bill of the Maplewood Water District, covering the moving of water district facilities, which was required by reconstruction of the Washington County Line - Hillsdale Section of the Hillsdale - Beaverton Highway which is now under contract to Porter Yett. You will note from Carter's letter, that the total cost to the district, including labor, materials, overhead, engineering, and supervision, is $8,428.31. From this total he deducts a total of $837.08 which is the cost of water main materials assumed by the district. This leaves a net balance of $7,591.23 on which he requests reimbursement to the district. The agreement between the Maplewood Water District and the Highway Commission, dated March 1, 1956, specifies the top amount for reimbursement of $5,150.00.

The original estimate was prepared by our Locating Engineer L. V. Blickenstaff from data, and prices furnished him by Mr. Carter, engineer for the district. This estimate was also based on the job that was submitted to the Salem office for this project. It is my understanding that the Bureau of Public Roads required a number of revisions in this job as submitted. These changes required widening the section and the right of way where Mr. Carter mentions unusual right of way widths and deep cuts for drainage structures were encountered, requiring, in some instances, moving services 45 to 60 ft. and lowering as much as 12 ft. with accompanying major revisions in water mains, valves, and fittings. In Resident Engineer Cochell's letter of August 6 on the work done by the Maplewood Water District, Carter's statement appears to be substantiated.

I have checked over this billing from the Water District with Mr. Carter and I believe it fairly represents the actual cost the district was to in making these changes and that the bill represents this cost, less pipe furnished by the district and for which they have imoursed their contractor. The item of district overhead, engineering, and supervision as

shown at 8 per cent. According to Carter, this represents actual cost to the distruct for engineering, supervision of construction and legal expense.

I would recommend reimbursement to the district in the amount of $7,591.23 which is based on itemized statement, from Eldon W. Carter, attached.

A. G. SKELTON
Division Engineer

AGS:er
Encl.
cc: Forrest Cooper
James Cochell

RECEIVED
AUG 13 1956
OFFICE OF
CONSTRUCTION ENGINEER

ELDEN W. CARTER
CONSULTING CIVIL ENGINEER
PORTLAND TRUST BLDG.
319 S. W. WASHINGTON ST.
PORTLAND 4, OREGON

July 20, 1956

Mr. A. G. Skelton, Division Engineer,
Oregon State Highway Department,
9200 S.E. McLaughlin Blvd.,
Portland 2, Oregon.

Re: Maplewood Water District

Dear Mr. Skelton:

Reference is made to the agreement dated March 1, 1956 between the State and Maplewood Water District covering moving of water district facilities and to previous correspondence on the subject beginning with letter of August 23, 1955 from Harvey S. Benson, water district attorney, and my letters of August 31 and October 3, 1955 to L. V. Blickenstaff, resident engineer.

The district began the work of moving its facilities on March 28, 1956 and completed the work as far as highway data were available on May 13, 1956. The total cost to the district to date including labor, materials, overhead, engineering, and supervision is $8,428.31. As the district has insufficient funds to cover this cost, the account is being carried by the contractor who performed the work at an interest rate of 5 percent per annum.

An itemized summary of the work performed under contract with Eugene Ruedy Co. on a cost plus 15% basis is attached.

The total is substantially over the original estimate due mainly to lack of accurate information when the estimate was prepared. My letter of October 3, 1955 contained the following: "There also may be some work to do on leteral mains where grades of approach roads may be lowered for which we have no data at present. . . . As we have no drawings of your proposed work, you are in a better position than we to determine what facilities must be lowered." A set of plans was made available to us only a short time before the work was started.

The estimate was based upon the understanding that generally the services and fire hydrants would be moved approximately 10 ft., but data given us in the field where unusual right-of-way widths and deep cuts for drainage structures were encountered, required in some instances moving services 45 to 60 ft. and lowering as much as 12 ft. with accompanying major revisions in water mains, valves, and fittings.

RECEIVED
AUG 13 1956
OFFICE OF
CONSTRUCTION ENGINEER

The Summary of Cost shows the amount the water district is assuming by furnishing water main materials in accordance with terms of the agreement. All other materials are chargeable to moving and lowering services and restoring road surfaces, as was intended in the original estimate.

It is felt that the district cooperated with the State in expediting this work and requests that, due to circumstances set forth above, it be reimbursed in the amount of $7,591.23 as shown on the attached sheets.

Very truly yours,

ELDEN W. CARTER.

Elden W. Carter, Engineer
Maplewood Water District

In quad.
Encls. in quad.
cc- Maplewood Water District

MAPLEWOOD WATER DISTRICT
5034 S.W. Vermont St.
Portland 19, Oregon

July 20, 1956

Cost of moving water facilities on Hillsdale-Beaverton Highway project.
Contract with Eugene Ready Co.

Materials Furnished by Contractor

#	6" C.I. pipe, 111.2 lin.ft. @ 2.01 per ft.	$ 223.51	
#	4" C.I. pipe, 72 lin.ft. @ 1.35 per ft.	97.20	
#	4" Gate valve, 1 valve @ 45.43 ea.	45.43	
#	6" C.I. 11¼° bend, 2 bends @ 20.50 ea.	41.00	
#	6" C.I. 22½° bend, 2 bends @ 20.50 ea.	41.00	
#	6" C.I. 45° bend, 1 bend @ 20.50 ea.	20.50	
#6"	C.I. 90° bend, 1 bend @ 22.30 ea.	22.30	
#	6" Blind flange, 1 flange @ 7.05 ea.	7.05	
#	6" C.I. sleeve, 1 sleeve @ 18.20 ea.	18.20	
#	6" C.I. couplings, 4 couplings @ 16.90 ea.	67.60	
#	6" C.I. plug, 1 plug @ 5.35 ea.	5.35	
#	4" C.I. 11¼° bend, 3 bends @ 15.13 ea.	45.39	
#	4" C.I. 22½° bend, 2 bends @ 15.13 ea.	30.26	
#	2" Galv. pipe, 9 lin.ft. @ 0.55 per ft.	4.95	
#	2" Galv. ell, 3 ells @ 1.41 ea.	4.23	($673.97)
	2" copper service pipe, 1093 lin.ft. @ 0.53 per ft.	579.29	
	2" curb stop, 7 stops @ 3.70 ea.	25.90	
	2" copper union, 74 unions @ 1.10 ea.	81.40	
	2" copper 90° ell, 14 ells @ 1.99 ea.	27.86	
	2" copper 45° ell, 8 ells @ 1.62 ea.	12.96	
	2" copper x I.P. ell, 17 ells @ 1.56 ea.	26.52	
	2" copper x I.P. adptr., 2 adptrs. @ 1.10 ea.	2.20	
	2" meter bushing, 2 bushi @ 0.86 ea.	1.72	
	2" meter gasket, 100 gaskets @ 1.81 per C	1.81	
	2" Mueller plug, 2 plugs @ 0.57 ea.	1.14	
	1" Galv. pipe, 35 lin.ft. @ 0.18 per ft.	6.30	
	1" Galv. nipple, 2 nips @ 0.26 ea.	0.52	
	1" Galv. ell, 2 ells @ 0.32 ea.	0.64	
	1" Galv. coupling, 1 coup. @ 0.27 ea.	0.27	
	1"x ¾" Galv. reducer, 1 reduc. @ 0.51 ea.	0.51	
	1"x ¾" Galv. bushing, 2 bush. @ 0.51 ea.	1.02	
	¾" Galv. nipple, 25 nips @ 0.18 ea.	4.50	
	¾" Galv. ell, 58 ells @ 0.25 ea.	14.50	
	¾" Galv. coupling, 5 coup. @ 0.19 ea.	0.95	
	¾" Galv. tee, 1 tee @ 0.37 ea.	0.37	
	¾" Galv. plug, 1 plug @ 0.24 ea.	0 .24	
	¾" Dresser coupling, 1 coup. @ 2.20 ea.	2.20	
	¾"x ¼" Bushing, 3 bush. @ 0.40 ea.	1.20	
	¾"x ½" Reducer, 6 reduc. @ 0.42 ea.	2.52	
	½" Galv. nipple, 3 nips @ 0.14 ea.	0.42	
	½" Galv. ell, 4 ells @ 0.20 ea.	0.80	
	6" Conc. sewer pipe, 6 lin.ft. @ 0.36 per ft.	2.16	
	6" Conc. sewer plug, 1 plug @ 0.06 ea.	0.06	
	Flange bolts & gaskets, 1 set @ 2.38 ea.	2.38	
	8" Galv. plug, 1 plug @ 1.19 ea.	1.19	

Shoulder gravel (Pac.Bldg.Matl.) 35 c.y. @ 2.00 per c.y.	70.00	
Shoulder gravel (Cobb), 38 c.y. @ 1.80 per c.y.	68.40	
Concrete for blocking	30.00	
Hot asphaltic mix, 2 T. @ 7.00 per T.	14.00	
Cold asphaltic mix, 770 lb. @ 7.00 per T.	2.65	
Total Materials Furnished by Contractor - - - - - - - -		$1,662.57
Labor by Contract		
Pipe layer & laborer, 477 m-h @ 2.45 per m-h	$1,168.65	
Plumber, 147 m-h @ 3.35 per m-h	492.45	
Shovel operator, 39½ m-h @ 3.00 per m-h	118.50	
Shovel oiler, 48½ m-h @ 2.42 per m-h	117.37	
Mechanic & truck driver, 138½ m-h @ 2.50 per m-h	346.25	
Supt. w/truck & equip., 147 m-h @ 4.50 per m-h	661.50	
	$2,904.72	
Labor insurance, 12%	348.57	
Total Labor by Contract - - - - - - - - - - - - - -		$3,253.29
		$4,915.86
Contractor's overhead, small tool rental, profit, 15%		737.38
		$5,653.24
Equipment by Contract		
10B Shovel, 106 hrs. @ 12.00 per hr.	$1,272.00	
Crane truck, 33 hrs. @ 3.50 per hr.	115.50	
Dump truck, 22 hrs. @ 3.75 per hr.	82.50	
Pickup truck w/tools, 142 hrs. @ 1.00 per hr.	142.00	
Loader, 60½ hrs. @ 3.00 per hr.	181.50	
Water pump, 50 hrs. @ 0.70 per hr.	35.00	
Air compressor, 57 hrs. @ 2.85 per hr.	162.45	
Small tractor, 50 hrs. @ 2.50 per hr.	125.00	
Bulldozer, 4 hrs. @ 7.00 per hr.	28.00	
Road flares, 34 hrs. @ 0.20 per hr.	6.80	
Total Equipment by Contract - - - - - - - - - - - -		$2,150.75
Total Amount due Contractor - - - - - - - - - - - -		$7,803.99
District overhead, engineering, supervision, 8% - - - -		624.32
Total Cost to District - - - - - - - - - - - - - -		$8,428.31
Less Cost of Water Main Materials assumed by District:		
(#) Items above	$673.97	
Contractors overhead, 15%	101.10	
	$775.07	
District overhead, 8%	62.01	$ 837.08
Balance Due Maplewood Water District - - - - - - - -		$7,591.23

RECEIVED
AUG 30 1956
FOR FILING

3-17-(3)
HS 17:(4)
4560

August 29, 1956

Oregon State Highway Commission

Gentlemen:

When plans were being formulated on the Washington County Line-Hillsdale Section of the Hillsdale-Beaverton Highway, it was determined that quite a few of the facilities of the Raleigh Water District would have to be rearranged, such as mains, pipes, services, et cetera. Based on the information available at that time it was determined that the cost of the work would be approximately $5,150.

An agreement was entered into between the Highway Commission and the Water District to reimburse the Water District for the necessary rearrangement on an actual cost basis but not to exceed the sum mentioned above. Subsequently the work was performed however, changes that were not contemplated when the original estimate was made were necessary, which increased the cost to $7,391.23. A review of the situation indicates that a billing in this amount would be a fair charge against the State under our policy of reimbursement. I, therefore, recommend to you that we be authorized to reimburse the District on an actual basis of a sum not to exceed $7,391.23.

This matter will be on the next agenda.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. C. W. Enfield
Mr. C. H. Maison

Mr. Enfield: In accordance with our discussion, I assume that you will prepare an amendment to the agreement.

PC:Me fn

RECEIVED
JUN 11 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1956

SUBJECT: Washington Co. Line-Hillsdale
Beaverton-Hillsdale Highway
Contract No. 4560

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Report No. 390407, dated June 4, 1956 showing 4.3 percent deficiency of material retained on the ¼-inch screen in the 3/4"-1/4" crushed rock being produced at the Scholls Quarry.

Will you please instruct the resident engineer to tighten up this phase of the contract. Site screening will assist the contractor in producing suitable material.

Will you also, please instruct the resident engineer to so mark the samples of improved materials submitted for tests that it is clear they represent corrected crushed rock.

Forrest Cooper
Construction Engineer

By L. N. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:ef

cc to: W. C. Williams
Ray Webber

RECEIVED
JUN 7 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 28 1956
FOR FILING

S-198 (3)
US-198 (4)
4560

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1956

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

W. C. WILLIAMS

The subcontract between Porter W. Yett and the Pacific Concrete Company, covering Items 20, 21 & 22, on the Washington County Line-Hillsdale Contract No. 4560, Oregon S-198 (3) & US-198 (4), is approved and you may so inform the interested parties.

Forrest Cooper
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

cc to: W. C. Williams
C. G. Polk (2)

RECEIVED
MAY 23 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-128 50M REVISED 2-56

RECEIVED
MAR 2[illegible] 56
FOR FILING
S - 19[illegible]
US - 198 (4)
457 B

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 26, 1956

Mr. Norman B. Kobin
Attorney at Law
Portland Trust Building
Portland 4, Oregon

NOTED
W. C. WILLIAMS

Re: Partial Material Payments
Contract No. 4499-Reedville-Beaverton Section
Contract No. 4560-Washington County Line-Hillsdale Section

Dear Mr. Kobin:

Receipt is acknowledged of your letter of the 20th transmitting title report; copy of lease; copy of agreement, dated February 1, 1956, by and between B. I. Christensen and Porter W. Yett; and duplicate copies of agreement, dated March 5, 1956, between B. I. Christensen and Porter W. Yett; all relating to the manufacturing and storing of road materials on a tract in Section 5, Township 2 South, Range 1 West, W.M., in Washington County, Oregon.

This is to advise you that the instruments have been examined and are approved as a basis for the making of partial payments, covering stockpiled materials under the above designated contracts.

Very truly yours,

C. W. ENFIELD
Chief Counsel

JWD:RM
cc: Mr. W. C. Williams ✓
Mr. S. H. Probert
Mr. Porter W. Yett
Mr. Forrest Cooper
Mr. A. G. Skelton

RECEIVED
MAR 26 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-128X 37,000 4-55

RECEIVED
MAR 16 1956
FOR FILING

S-198(3)
11-1144
4560

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 13, 1956

COPY

Mr. Norman B. Kobin
Attorney at Law
Portland Trust Building
Portland 4, Oregon

Re: Partial Material Payments
Contract No. 4499-Reedville-Beaverton Sec.
Contract No. 4560-Washington County Line
Hillsdale Section

Dear Mr. Kobin:

Receipt is acknowledged of your letter of March 6 with reference to advance partial payments on highway construction materials on the contracts referred to above.

Since the matter of advance payments on Contract No. 4267 on the Crosby Road-Concomely Road Section of the Portland-Salem Expressway the Commission gave the Chief Counsel authority to act as evidenced by extract from the Commission's Minutes of January 26, 1956, a copy of which is attached hereto. This extract, however, consists of the Secretary's minutes of the meeting as they will be presented to the Commission for final approval. The Commission has not acted as of this date, but it is expected that the minute entry will be approved as prepared by the Secretary.

The action of the Commission was based chiefly with the thought in mind of leased properties on which materials are stockpiled and not as a location on which there is both the manufacture and stockpiling of materials, so that in this instance, it would not appear necessary that the entire lease or agreement for the taking, manufacturing and storing of materials be assigned to the Commission.

However, in order to comply with the order of the Commission it appears that three things are essential.

1. A fully executed copy of the lease or agreement by which materials are being taken and stored be furnished.

2. That a satisfactory title report establishing the legal title of the lessor be furnished.

3. That there be a clause inserted in the agreement to the effect that the Lessor, B. T. Christensen and

the Contractor, Porter W. Yett, agree to "Indemnify and hold harmless the Highway Commission, its members, officers, employees and agents against any and all claims for damages which might result from the use of the leased property." This clause is to be in addition to the language "The Oregon State Highway Commission shall not be liable or responsible in any way for the maintenance of said stockpiles, the eventual removal thereof except as it may desire, or for cleaning up or restoring the property at the conclusion thereof."

Two copies of the agreement submitted with your letter of March 6 are enclosed herewith. One copy is being retained in our files for comparison purposes.

As soon as the necessary instruments have been furnished in accordance with the requirements of the Commission further action will be taken.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc; Mr. W. C. Williams
Mr. S. H. Probert
Mr. Porter W. Yett
Mr. Forrest Cooper

EXCERPT FROM STATE HIGHWAY COMMISSION MINUTES OF JANUARY 26, 1956
(Not approved as of March 7, 1956)

AGENDA ITEM 2 (g)

The Chief Counsel requested authority to accept on behalf of the Commission assignments of leasehold interests in property for the storage of material when acceptance of such assignments is recommended by the State Highway Engineer. At the present time, he stated, when contract materials are stored on ground not owned or leased by the State, it is necessary that the contractor assign his leasehold interest to the State for the duration of the contract in order to collect partial payments, for material stored upon the property involved. Under present procedure, it is necessary for the assignment to be submitted to the Highway Commission for acceptance. The Commission granted the authority, with the understanding that no assignment may be accepted by the Chief Counsel unless a fully executed copy of the lease is furnished to him by the contractor; a satisfactory title report is submitted to him by the contractor to establish the legal right of the lessor to lease the property to the contractor; the assignment is made without monetary consideration of any kind; and the assignment contains a provision obligating the assignor to indemnigy and hold harmless the Highway Commission, its members, officers, employees, and agents against any and all claims for damages which might result from the use of the leased property.

RECEIVED
MAY 22 1956
FOR FILING

S-19F(3)
MS-19F(4)
1560
6380

Salem, Oregon
March 7, 1956

Agenda Item 3-g

Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Moving Maplewood Water District Facilities
Washington County Line-Hillsdale Section
Beaverton-Hillsdale Highway

MISC. CONTRACTS and AGREEMENTS No. 1222

Attached hereto for further handling are 10 conformed copies of an agreement with the Maplewood Water District covering the re-establishment of water mains on the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah County.

One fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to A. G. Skelton, to be forwarded to the Maplewood Water District.

H. B. Glaisyer
Secretary

FH
Attach: 10

REFERRED TO
BY SECRETARY

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1956

AGENDA
Monday 1956
3-7
3b

SUBJECT:

REFERRED TO
Glasyer
BY DEPUTY STATE HIGHWAY ENGINEER

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

In accordance with Assignment No. 6380 we have had the Maplewood Water District execute 12 copies of the agreement covering the re-establishment of water mains on the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway. These copies are now ready for presentation to the Commission for execution.

Forrest Cooper
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:of

(A)
2 copies to the governor

54 C
W.B. #7

ASSIGNMENT

Date: February 16, 1956 No. 6380 By Jones

Description: Letter of February 15 by J. W. DeSouza attaching 12 copies of agreement with Maplewood Water District whereby Commission agrees to reimburse District for labor costs in moving water district facilities.

Acknowledged by____ Referred to Cooper

__Investigate and report with recommendation
XX Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks: Send to Skelton to obtain execution by Water District. Expedite so Highway Commission can execute at March 1 meeting.

WCW

PLEASE RETURN TO W. C. WILLIAMS

Executed 2-24-56 Report Received_____

RECEIVED
FEB 15 1956
OFFICE OF
STATE HIGHWAY ENGINEER

HIGHWAY DEPARTMENT

IENT CORRESPONDENCE

em Office.....
ry 15, 1956.....

PLEASE RETURN TO W. C. WILLIAMS

SUBJECT: Moving Maplewood Water District Facilities
Washington County Line-Hillsdale Section
Beaverton-Hillsdale Highway

your critical examination three (3) bound copies
roposed form of agreement with Maplewood Water
ssion agrees to reimburse the District for labor
the above-captioned project at an estimated cost
ict at is cost and expense obligates itself to
o (2) of the bound copies have been approved as

repared in accordance with action taken by the
ting as I understand the action of the Commission
you for the reason that it is the first of its
l be used as a guide in the preparation of future

In your consideration of the instrument, I call your particular attention to paragraph (d) of the recitals relative to the financial status of the District and advise that some check on this financial status has been secured from Mr. Fred H. Paulus, Deputy State Treasurer. He has advised me;

1. That as of January 1, 1955 the assessed valuation of the property within the District was $4,915,655.00.

2. That on July 1, 1954 the bonded indebtedness of the District was $160,000.00 and that to the best of his knowledge no bonds have been issued by the District since that time.

3. That the 1955-56 budget of the District called for a tax levy of $8,000.00, which, presumably, is to apply to bond indebtedness or interest.

Under the statues under which the District operates, and assuming a population in the District of more than 300 people, and further based upon a 55 per cent assessment ratio in Multnomah County, the total actual valuation of the property within the District is approximately $8,928,500.00. Under the statutes, the District, upon vote of the voters in the District could issue bonds to the extent of 10 per cent of the actual valuation, which would amount to a total of approximately $893,000.00.

Based upon the assessed valuation of $4,915,655.00, as of January 1, 1955, and an outstanding bonded indebtedness of $160,000.00, the debt ratio of the District is only about 3 per cent. Mr. Paulus stated to me that, compared to many other domestic water supply corporations, this is an exceedingly favorable debt ratio.

J. W. DeSOUZA

JWD/bdr
Enc. (12 agreement forms)

cc: W. C. Williams with agreement copy
cc: C. W. Enfield (4) with agreement copy

RECEIVED
FEB 15 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E30—50M—2-55—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

PLEASE RETURN TO
W. C. WILLIAMS

Salem Office
February 15, 1956

SUBJECT: Moving Maplewood Water District Facilities
Washington County Line-Hillsdale Section
Beaverton-Hillsdale Highway

To: Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Herewith I hand you for your critical examination three (3) bound copies and nine (9) unbound copies of a proposed form of agreement with Maplewood Water District whereby the Highway Commission agrees to reimburse the District for labor costs in moving its facilities on the above-captioned project at an estimated cost of $5,150.00, and whereby the District at is cost and expense obligates itself to furnish certain new materials. Two (2) of the bound copies have been approved as to form.

The agreement has been prepared in accordance with action taken by the Highway Commission at the last meeting as I understand the action of the Commission to be, and is being sent direct to you for the reason that it is the first of its kind and if found satisfactory will be used as a guide in the preparation of future instruments of a similar nature.

In your consideration of the instrument, I call your particular attention to paragraph (d) of the recitals relative to the financial status of the District and advise that some check on this financial status has been secured from Mr. Fred H. Paulus, Deputy State Treasurer. He has advised me;

1. That as of January 1, 1955 the assessed valuation of the property within the District was $4,915,655.00.

RECEIVED
W. C. WILLIAMS

2. That on July 1, 1954 the bonded indebtedness of the District was $160,000.00 and that to the best of his knowledge no bonds have been issued by the District since that time.

3. That the 1955-56 budget of the District called for a tax levy of $8,000.00, which, presumably, is to apply to bond indebtedness or interest.

Under the statues under which the District operates, and assuming a population in the District of more than 300 people, and further based upon a 55 per cent assessment ratio in Multnomah County, the total actual valuation of the property within the District is approximately $8,928,500.00. Under the statutes, the District, upon vote of the voters in the District could issue bonds to the extent of 10 per cent of the actual valuation, which would amount to a total of approximately $893,000.00.

Based upon the assessed valuation of $4,915,655.00, as of January 1, 1955, and an outstanding bonded indebtedness of $160,000.00, the debt ratio of the District is only about 3 per cent. Mr. Paulus stated to me that, compared to many other domestic water supply corporations, this is an exceedingly favorable debt ratio.

J. W. DeSOUZA

JWD/bdr
Enc. (12 agreement forms)

cc: W. C. Williams with agreement copy
cc: C. W. Enfield (4) with agreement copy

FORM E-90 REV 6-51 50M

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 7, 1956

SUBJECT: Agenda Item 3-g

Moving Maplewood Water District Facilities
Washington County Line-Hillsdale Section
Beaverton-Hillsdale Highway

To:

Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Attached hereto for further handling are 10 conformed copies of an agreement with the Maplewood Water District covering the re-establishment of water mains on the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah County.

One fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to A. G. Skelton, to be forwarded to the Maplewood Water District.

H. B. Glaisyer
Secretary

rn
Attach: 10

RECEIVED
1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 9 - 1956
FOR FILING

S-198/31
45-198/41
4560

Norman B. Kobin
Attorney At Law
Portland Trust Building
Portland 4, Oregon

COPY

March 6, 1956

Mr. C. O. Enfield, Attorney
Oregon State Highway Commission
Salem, Oregon

Re: Contract No. 4499, Reedville-Beaverton Section Tualatin Valley Highway, Washington County

Contract No. 4560, Washington County Line - Hillsdale Section-Beaverton-Hillsdale Highway, Multnomah County

Porter W. Yett, Contractor

Dear Mr. Enfield:

You will recall that during the month of July, 1955, in order to authorize the Oregon State Highway Commission to pay to Mr. Yett on monthly estimates for the production and stockpiling of certain gravel on the Crosby Road-Concomely Road Unit of the Portland-Salem Expressway, Contract No. 4267, I prepared an instrument entitled "Lease" in favor of the Highway Commission. This lease substantially provided that the State Highway Commission would have control of certain land upon which the stockpiles were maintained. This form of agreement was approved by you and payments were thereupon made to Mr. Yett on monthly estimates, although the gravel was not placed upon the road bed and although the gravel was not stockpiled on Oregon State Highway right-of-ways.

A similar problem currently confronts us relative to the two above-noted contracts. In order to authorize the Oregon State Highway Commission to pay to Mr. Yett on monthly estimates gravel produced and stockpiled for the above noted contracts, I am following the same recommendation which you suggested and approved on the Salem Expressway job. I am therefore enclosing triplicate originals of agreement between Porter W. Yett, Contractor, and B. I. Christensen, record owner, of the real property upon which the stockpiles are being maintained. The form which is herewith enclosed is to the same effect and is in substantially the same language as the form which you have heretofore approved.

We trust that this will accomplish the desired effect and that monthly estimates for this work will be forwarded to Mr. Yett in their usual course.

Sincerely yours,

Norman B. Kobin

NBK:jb
Enclosures: 3

cc: Mr. W. C. Williams
Mr. S. H. Probert
Mr. James Cochell
Mr. P. W. Yett

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FEB 8 1956
FOR FILING

S-198(3)
US-199(4)
45'60

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 8th, 1956

SUBJECT: Maplewood Water District
Washington County Line-
Hillsdale Section

To: Mr. D. J. Barbee
Urban Engineer
O f f i c e

NOTED
W. C. WILLIAMS

I hand to you herewith a file which refers to the rearrangement of the water facilities of the Maplewood Water District on the Washington County Line-Hillsdale Section in Multnomah County.

Please take the necessary steps to furnish to the Legal Department all of the information that they need to complete an agreement covering this matter.

Forrest Cooper
Construction Engineer

FC:AR
Enc.

cc to: W. C. Williams
C. W. Enfield

RECEIVED
FEB 9 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 25 1956
FOR FILING

S-198(2)
11 - 1 x (1)
4 Fee

R E S O L U T I O N

virtue of the laws of the State of Oregon, as set
Oregon Revised Statutes, the State Highway Commis-
d empowered to acquire by purchase, agreement,
xercise of the power of eminent domain, real prop-
interest therein, including any easement or rights
the Highway Commission necessary for highway purposes,
f way, either for the original location of or for
tening or otherwise changing any highway, road or
gravel pits; storage sites; stock pile sites; or
r manufacture of roadbuilding materials; approach
necting roads; frontage roads; highway drainage;
for the elimination or prevention of hazardous points
t property to state highways; or for the maintenance
ew of any state highway so as to provide for the
ng public; and,

r the purpose of providing a highway which will more
traveling public, the Highway Commission plans and
prove and maintain the Washington County Line-Hillsdale
con-Hillsdale Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That the widening, improvement and maintenance of the said Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

WCW

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That the widening, improvement and maintenance of the said Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway; and

WHEREAS, for the purpose of widening, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, improvement and maintenance of the said Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway, certain interests in or fee simple title to certain parcels of real property. The said parcels of real property, or particular interests therein, needed and required, and the specific use to be made thereof, or which in the best interests of the State and the owners should be acquired, are more particularly described in the attached list, marked Exhibit "A", under the name of the record owner or reputed owner, and the Commission's respective file number and said Exhibit "A" is by this reference hereby adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That the widening, improvement and maintenance of the said Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway and the highway facilities for which each of the said parcels of property, or interest therein, is required and being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel,

Legal Dept with [illegible]
WCW

or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 26th day of January, 1956, as Condemnation Resolution No. _____.

Legal Dept
WCW

20

File No. 23167
Owner: John A. Grant and Lois M. Grant
Use: The following described real property is necessary for right of way purposes for the widening, construction, improvement and maintenance of the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway, to wit:

A parcel of land lying in Lot 10, B. P. Cardwell Tract, situated in Section 18, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon, and being a portion of that property described in that deed to John A. and Lois M. Grant, recorded in Book 1159, Page 552, of Multnomah County Records of Deeds; the said parcel being that portion of said property included in a strip of land 50 feet in width, lying on the Northerly side of the center line of the Beaverton-Hillsdale Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 98+00, said Station being 1265 feet North and 466 feet East of the center of said Section 18; thence South 89° 53' 10" West, 700 feet to Station 105+00. The Northerly line of said strip of land intersects the Easterly and Westerly lines of said property approximately opposite Stations 102+70 and 103+75, respectively.

The parcel of land to which this description applies contains 0.046 acre outside of the existing right of way.

RECEIVED
FEB 21 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

S-195(2)
45-60

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

W.C. Williams

January 20, 1956

file

Oregon State Highway Commission

Re: Payment for moving and reinstalling Domestic Water Supply Corporation facilities — Maplewood Water District

Gentlemen:

This communication is addressed to you principally with reference to the matter of making compensation from State Highway funds for the moving and readjustment of water supply facilities within state highway rights of way, which moving and readjustment is rendered necessary by reason of highway improvement projects. The questions involved are pinpointed in connection with the moving and reestablishing of facilities of the Maplewood Water District, on the Washington County Line-Hillsdale project on the Beaverton-Hillsdale Highway in Multnomah County. A contract for this project has been awarded to Porter W. Yett, based upon bids received September 22, 1955.

In connection with this project, it has been found necessary to move and reinstall certain facilities of the Water District, the estimated cost of which is $5,159.00. All of the facilities to be moved were originally installed under various permits issued by the Commission's Permit Division, each of which permits contains the following clause:

"If at any time in the judgment of the State Highway Commission the presence of said pipe line upon the right of way of the said highway is detrimental to the interests of said highway or to the proper repair, maintenance or reconstruction of the same, the Highway Commission may give notice of such fact to said applicant, and upon receipt of such notice the applicant agrees to conform promptly to the requirements of the State Highway Commission with respect thereto, and in the event that said applicant fails for a period of ten (10) days so to conform to such requirements and orders, then, and in that event, the State Highway Commission may cause said pipe line to be removed from said highway and may charge the cost of such removal to the said applicant."

Legal Dept will handle WCW

The Water District now claims that it has no funds available for the moving of the water supply facilities and contends that it is unable to raise funds for such purposes. The District also insists that compensation for the moving of the facilities be made by the Highway Commission.

In presenting this matter for your consideration, there are many legal factors which should be given earnest consideration and these are as follows:

(a) Under ORS 264.110 "Communities may be incorporated as municipal corporations for the purpose of supplying their inhabitants with water for domestic purposes." The Maplewood Water District is such a municipal corporation.

(b) Under ORS 366.770 (1) "The commission may enter into a cooperative agreement with any one or more cities, counties, road districts or other municipalities of the state for the construction, reconstruction, repair or maintenance of any state highway, and provide for an allocation of the cost of the project to the contracting parties."

(c) The Oregon Constitution, Article XI, Section 8, reads in part as follows: "The State shall never assume the debts of any county, town, or other corporation whatever, unless such debts, shall have been created to repel invasion, suppress insurrection, or defend the State in war."

(d) ORS 294.100 is as follows: "(1) It is unlawful for any public official to expend any money in excess of the amounts, or for any other or different purpose than provided by law.

"(2) Any public official who expends any public money in excess of the amounts, or for any other or different purpose or purposes than authorized by law, shall be civilly liable for the return of the money by suit of the district attorney of the district where the offense is committed, or at the suit of any taxpayer of such district."

Undoubtedly under ORS 366.770 (1) the Commission has authority to enter into a cooperative agreement with the Maplewood Water District under proper circumstances, but, in view of the fact that the State Highway fund has been declared to be a trust fund, there is serious question as to whether the State Highway Commission, in conformance with this trust, can enter into any agreement with the Water District gratuitously relieving the Water District from the contractual obligation which it assumed under the permits for the original installation of the water line facilities. I cannot advise you that the Commission has clear authority to take any such action.

It is realized that in past instances water supply corporations have been compensated for the cost of moving their facilities to prevent delay in highway construction projects and that a change from this practice may have serious consequences in expediting construction projects, but I feel that it is my duty to raise the matters involved in this communication for your consideration.

Regardless of the decision with respect to this particular project, it is my recommendation that in all instances where the moving of domestic water supply corporation facilities are involved, an agreement be entered into, prior to the call for bids, with the particular municipal corporation so that the Commission may be acting under the provisions of ORS 366.770 (1), hereinbefore quoted.

Apart from the legal questions involved, there is also the problem as to whether or not the Commission should adopt any policy whereby domestic water supply corporations, which are able to pay are required to pay, either in whole or in part, while others which claim financial inability to pay are relieved of all obligation.

I also wish to point out that domestic water supply corporations are not specifically granted, by statute, the right to occupy public highway rights of way, whereas this right is granted by statute to telegraph, telephone and power companies. If the Commission relieves domestic water supply corporations from their financial responsibilities, it would seem that such action could create an embarrassing precedent in the event that the telephone, telegraph or power companies should appeal to the legislature for the enactment of legislation relieving such companies from the expense of moving and reestablishing their facilities, where such facilities previously have been placed within the highway limits under legislative franchise.

This matter can be reduced to the following questions for consideration by the Commission in determining the policy and practice to be followed:

1. Shall the original permits be relied upon, and the water district given the ten days notice provided for in the permit, and, if the facilities are not moved in accordance with the permit, shall the water district be billed for the cost of the work to be done? If the district refuses to pay this future billing for the work, shall an action be instituted to cover the cost? In presenting these questions, I call attention to the fact that it is the official duty of public officers to exhaust every practical means to recover monies due the State, and also to the fact that the language of the permit covers the removal of the pipeline from the highway at the cost of the district, but makes no specific mention of the reestablishment of the same. (If this paragraph is answered affirmatively, our printed permit form

should be revised to impose cost of reestablishment, as well as cost of removal, upon the permittee.)

2. Shall the Commission enter into an agreement modifying the terms of the permits previously issued in the instant and future cases, with respect to water supply corporations, so as to apportion all or part of the cost of moving and reestablishing the pipelines to the State?

a. If paragraph 2, above, is answered affirmatively, in future and similar instances shall such agreements apply only to such water districts as are financially unable to pay, even though this would be discriminating against districts which are in good financial condition.

b. It has been the policy to require, and the statute does require, electric power companies and telephone and telegraph companies to move their own facilities at their own cost where such facilities have been installed on the highway under legislative franchise. If paragraph 2, above, is answered affirmatively, shall there be any modification of present policies with respect to such companies? In considering this, it should be borne in mind that such companies have a legislative franchise right to occupy public highways, but that water districts have only a questionable permissive right of occupation given by the Commission, and there is serious doubt if the Commission has authority to waive the statutory requirement that telephone, telegraph and power companies relocate their facilities at their own expense. Should you wish to follow this practice, however, I will thoroughly search the law with respect to your authority to do so.

3. Regardless of action to be taken concerning permits previously issued, shall the Commission adopt a future policy of refusing all permits for the installation of public and private facilities on state highways, which installations are not specifically provided for by statute?

Based solely upon legal consideration, I recommend adoption of the policy expressed in paragraph 1, above.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE/mlk

REFERRED TO Enfield

BY DEPUTY STATE HIGHWAY ENGINEER

The Commissions Past Policy has been to pay moving costs but no part of new Pipe etc - Your opinion Please. WCW

RECEIVED
LEGAL DEPT.

RECEIVED
LEGAL DEPT.

HIGHWAY DEPARTMENT

NT CORRESPONDENCE

NOTE
W. C. WILLIAMS

m, Oregon
r 21st, 1955

SUBJECT: Maplewood Water District
Washington Co. Line-Hillsdale

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

PLEASE RETURN TO
W. C. WILLIAMS

In connection with the reconstruction of the Washington County Line-Hillsdale Section we have been negotiating for some time with the Maplewood Water District whose mains occupy portions of the right of way. The matter has been discussed with the Water District's engineer, Eldon W. Carter, and their attorney, Harvey S. Benson. Our investigation of the matter has brought to light the following facts:

That certain facilities of the District will have to be moved or reconstructed in order that our project may be built as planned. The items involved are the moving of 1,750 feet of pipe varying in size from two to eight inches, moving of nine fire hydrants and moving of seventy water services. I have cost details in this office if you wish them; however, the total of the above items in money amounts to $4,690.00. The engineer for the District, Mr. Carter, wishes to add to the above amount a 15% overhead fund of $703.50, which would bring the total to $5,393.50. It is not possible to construct the project without making the revisions listed above.

It would be my recommendation to you that subject to approval of the State's authority to pay by the Legal Department the District be notified that they may move their facilities at our expense on the following basis:

That subject to billing on an item basis, we will assume the cost to $5,159.00.

I have arrived at this figure by adding 10% to the net cost of $4,690.00, which I believe is fair. I cannot go along with Carter's 15%.

Forrest Cooper
Construction Engineer

FC:AR

cc to: A. G. Skelton

RECEIVED
DEC 21 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
LEGAL DEPT.

FORM E30—80M—2-55—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
December 21st, 1955

SUBJECT: Maplewood Water District
Washington Co. Line-Hillsdale

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

PLEASE RETURN TO
W. C. WILLIAMS

In connection with the reconstruction of the Washington County Line-Hillsdale Section we have been negotiating for some time with the Maplewood Water District whose mains occupy portions of the right of way. The matter has been discussed with the Water District's engineer, Eldon W. Carter, and their attorney, Harvey S. Benson. Our investigation of the matter has brought to light the following facts:

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Forrest Cooper
Construction Engineer

FC:AR

cc to: A. G. Skelton

RECEIVED
DEC 21 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 16, 1956

SUBJECT: Washington Co. Line-Hillsdale
Beaverton-Hillsdale Highway
Contract No. 4560

To:

Mr. A. C. Skelton
Division Engineer
State Highway Department
Portland, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Report No. 382090, dated January 11, 1956 showing that the 2½"-0 crushed rock produced on January 10, 1956 was deficient by 4% of material retained on the 1½-inch screen.

This is not a major deficiency, but, if continued, may cause trouble in obtaining a well compacted base course. Will you please instruct the resident engineer to tighten his inspection of this crushing operation.

Also, please have him mark samples submitted after changes made in the plant or quarry operations for better gradation to show that they represent corrected material.

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
DEC 21 1955
FOR FILING

S-17A (3)
HLS 17A (1)
4560

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1955

SUBJECT: Washington Co. Lane-Hillsdale
Beaverton-Hillsdale Highway
Contract No. 4560

To:
Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland, Oregon

RECEIVED
W. C. WILLIAMS

Reference is made to Laboratory Report Nos. 380891 and 381260 dated December 8th & 15th, 1955; and 381285, dated December 16, 1955, which shows that the 2½"-0 crushed rock is being produced with a consistant deficiency of 1 to 5% for the material retained on the 1¼-inch screen, and 4 to 19% deficiency for material passing the ¼-inch screen.

Since this material is being stockpiled your attention is called to the second paragraph in the right-hand column of Section 2.15.5, page 62 of the Standard Specifications requiring that "the percentage of fine material passing through the ¼-inch square screen, for any size designation, shall be not less than midway between the maximum and minimum percentages given in Table No. 2."

Will you please instruct the resident engineer to tighten up his inspection of this phase of the contract.

Also, please instruct him to so mark samples of crushed rock taken after corrective measures are in effect that it is clear they represent corrected material.

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
DEC 20 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 14 1955
FOR FILING

198 (3)
US-171 (4)
4/51.1

December 9, 1955

Mr. C. O. Falk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on December 5, 1955 on Contract No. 4560, Washington County Line-Hillsdale Section, in Multnomah County, in connection with Federal Aid Project No. S-198(3), US-198(4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:bb

RECEIVED
NOV 23 1955
FOR FILING

US-101 (1)
US-101 (2)
4560

November 22, 1955

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4560, which was awarded to you on November 4 by the State Highway Commission, covering the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
DEC 12 1955
FOR FILING

S-198 (2)
US-198 (1)
4560

November 4, 1955

Mr. Porter W. Yett
6500 N. E. Ainsworth
Portland, Oregon

Dear Sir:

The State Highway Commission on September 22, 1955 accepted your proposal for grading and paving of the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah County for the sum of $304,741.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4560.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

bim

cc: R. G. Savage (SIAC)
Forrest Cooper
P. M. Stephenson
S. H. Probert

NOTED
J Mc C.

Pac. Builder & Engineer, Inc.
2418 Third Ave.
Seattle 1, Wash.

Attn: Dorothy McCormack

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

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S
E

WESTERN UNION

1206 10-51

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 4, 1955
4:45 p.m.

Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland, Oregon

Contract for grading and paving Washington County Line-Hillsdale Section of Beaverton-Hillsdale Highway, Multnomah County for which you submitted low bid on September 22, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
NOV 9 1955
STATE HIGHWAY COMMISSION

RECEIVED
NOV 10 1955
FOR FILING
OREGON DISTRICT
S-141 (E
US-191(2)
4560

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

November 4, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project US-198(4), Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway, we hereby concur as of this date in award of Contract No. 4560 to Porter W. Yett of Portland, Oregon, low bidder in the total amount of $304,741.50 for this project and Project S-198(3) at the September 22, 1955 bid opening.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
NOV 9 1955
STATE HIGHWAY COMMISSION

RECEIVED
NOV 4 1955
FOR FILING

S - 198 (3)
S - 198 (4)

November 4, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway in Multnomah County, Project Nos. S-198(3) and US-198(4), to Porter W. Yett of Portland, Oregon, on the basis of the bid of $304,741.50 submitted on September 22, 1955.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ia

RECEIVED
SEP 11 1955
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

US - 99W (3)
US - 99W (4)
4560

08-35

September 7, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project US-198(4), Portland City Limits-Hillsdale Section of the Beaverton-Hillsdale Highway.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Please forward copies of a resolution from the Portland City Council covering construction within the city limits.

Very truly yours,

C. G. POLK
District Engineer

By A. F. Bester
A. F. BESTER
Supervising Hwy. Design Engineer

RECEIVED
SEP 14 1955
STATE HIGHWAY COMMISSION

FORM E-123 BOM REVISED 3-53

RECEIVED
JUL 18 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

Coast
RW
Beaverton-Hillsdale

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

July 15, 1955

Mr. Fred L. Peterson, Mayor
City of Portland
City Hall
Portland, Oregon

Dear Sir:

The Oregon State Highway Commission plans to acquire rights of way for the widening and improvement of that section of the Beaverton-Hillsdale Primary Highway No. 40 extending from the Washington County-Multnomah County Line to a point 0.73 miles easterly from the Portland city limits near Hillsdale, in Multnomah County. The general location of the project is shown in red on the attached sketch map.

This notice is given pursuant to Chapter 447, Oregon Laws of 1955.

Respectfully yours,

H. B. Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

Attachment

cc Mr. W. C. Williams
Mr. C. W. Enfield
Mr. G. S. Paxson

NOTED
G. S. PAXSON

RECEIVED
MAR 18 1955
FOR FILING

S-198 (3)
US-198 (1)
4560

March 17, 1955

Oregon State Highway Commission

Gentlemen:

We have completed the survey for the widening to four lanes of traffic that section of the Beaverton-Hillsdale Highway between Hillsdale and the Washington County line in general; the new highway follows the existing alignment except where it was necessary to make slight revisions to eliminate excessive curvature.

I attach hereto a sketch map indicating the relocated highway, and I recommend your approval for the section between Stations 23+09 and 126+00.

Very truly yours,

F. E. Balfour
State Highway Engineer

Attachment

cc Mr. E. G. Smith

WCW:me 1g

RECEIVED
MAY 19 1955
FOR FILING

FORM S-90 37,500 4-55 5905

S-198 (3)
11 - 19(-1)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 14, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith seven copies of a sketch map of the Washington County Line-Hillsdale Section of the Beaverton-Hillsdale Highway for use in securing the Commission's approval of the survey.

This is a 1956 F.A.S. project scheduled for contracting in May and for which there is set up $260,000.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:jv

Encl.

RECEIVED
MAR 14 1955
OFFICE OF
STATE HIGHWAY ENGINEER

1R-5-656

T.1S., R.1E, W.M.

PORTLAND

Corp. & Lts.

Existing Highway

Relocated Highway

ORE. 10

-1+44.41=

27+39.13=

BEGINNING OF SURVEY

STA. 22+09

99 W WEST

U S HIGHWAY

PACIFIC HIGHWAY

HWY. ORE. 43

OSWEGO

River

Willamette

Hillsdale

To Tigard

Corp. Lts.

TION

40'-100'

R/W

22'

8'

4'

VED

WAY ENGINEER

55

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

WASHINGTON CO. LINE - HILLSDALE SECTION

BEAVERTON - HILLSDALE HIGHWAY

MULTNOMAH COUNTY

Scale: 1"=2000' Mar., 1955

Drg. No. 1R-5-656

T.1S., R.1E, W.M.

PORT

CO.

CO.

END OF SURVEY
STA. 126+00

7

Corp. Lts.

8

Existing Highway

To Beaverton
13

WASHINGTON

MULTNOMAH

18

Relocated Highway

17

ORE. 10

-1+44.41=
27+39.13=

BEGIN

Hil

Corp. Lts.

To Tigard

OREGON STA

Surv

WASHINGTON CO

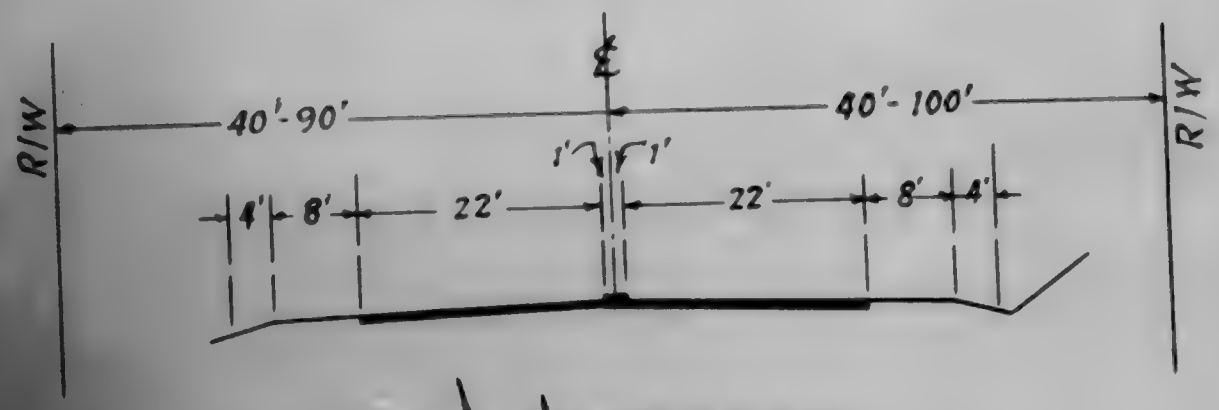
BEAVERT

MUL

Scale: 1"=2

D

TYPICAL SECTION



APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 3-16-55

S-11(5) West Unit, Black Bridge- 1955
Richland Sec. of the Baker-
4561 Homestead Highway.

FORM E-123

Forrest

RECEIVED
AUG 15 1957
FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

July 1, 1957

4561

Oregon State Highway Commission

Re: Report of institution of case of Lanta M. Burnside, vs. Marjorie Hewitt, et al.

Gentlemen:

There was, this date, served upon H. B. Glaisyer, Secretary of the Commission, the case of Lanta M. Burnside, plaintiff, vs. Marjorie Hewitt, et al, including the State of Oregon, by and through its State Highway Commission. This case was filed in the Circuit Court of the State of Oregon for the County of Baker, and involves property upon a portion of which we have heretofore filed a condemnation action, to wit: the case of the State of Oregon vs. Marjorie Hewitt, et al, including Lanta M. Burnside, the plaintiff, in the instant case. (See File L-2784).

The plaintiff, Lanta M. Burnside, is seeking to have the Court recognize a contract that was entered into between herself and Oscar Burnside, her husband, since deceased, in which each agreed to deed to the other all property held by the other in their individual names so that an estate by the entirety would be created.

Pending the hearing of the instant case, Lanta Burnside has also asked that the State Highway Commission be enjoined from further proceeding with their condemnation action until this case has been decided.

Lanta Burnside has also filed an answer in the condemnation action setting up basically the same allegations that are contained in her suit against Marjorie Hewitt and others, including the State Highway Department.

In her answer in the condemnation case they also ask that the State be enjoined from proceeding with the condemnation action until the rights of Lanta M. Burnside have been determined.

Be assured that this matter will be given prompt attention by our Trial Department and the interests of the State protected in every respect.

Very truly yours,

LEONARD I. LINDAS
Chief Counsel

LIL:br
cc: W. C. Williams
Ferrest Cooper
H. B. Glaisyer
C. H. Maison
Robert Y. Thornton
John A. Phillips
E. A. Cellier

RECEIVED
JUL 3 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 22 1957
FOR FILING

S-11(5)
4561

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1957

SUBJECT: E. Unit, Black Bridge-Richland
Baker-Homestead Highway
R/W File No. 26027
Lanta Burnside

To: Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Reference is made to your letter of May 21st regarding the right of way to be taken from Mrs. Lanta Burnside.

An inspection of the cross section which you submitted would indicate that the drain tile installed in a ditch about 17 feet left of center line and elimination of the roadbed ditch at this point would permit us to keep our slopes within a 40-foot right of way. Mr. Rod Porter is going to find out whether such a treatment would be agreeable to Mrs. Burnside and will let us know. If such is agreeable, we will proceed on this method modified to fit conditions as encountered in the field. (1:1 slope)

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

cc Forrest Cooper
R. L. Porter

NOTED
FORREST COOPER

RECEIVED
MAY 24 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
May 3, 1957

Llanta M. Burnside
Black Bridge-Richland Section

Mr. R. L. Porter
Right of Way Engineer
Department

Comes now one Llanta M. Burnside, by phone, from Richland, complaining that when right of way was purchased from her for the Black Bridge-Richland Section she was promised the sum of $1,500 and the construction of a retaining wall approximately 120 feet long and 8 to 10 feet high. She stated that she had not as yet received her money, which did not seem to alarm her, but was told by "the man on the job" that no wall was to be built. She stated that she checked on her option and it did not call for a wall; however, she insisted that the right-of-way agent had told her that the obligation to build the wall would be incorporated in the option. She says she signed the instrument without reading it on the assurance of the agent.

This appears to me to be one of those stories that has two sides; however, I promised Mrs. Burnside that I would have someone come and see her in an endeavor to get this matter straightened out. I have no knowledge of the matter other than the above statements made by Mrs. Burnside. Will you please take it from here.

Forrest Cooper
Deputy State Highway Engineer

FC:ms

cc Mr. W. C. Williams
Mr. Sam Edwards
Mr. A. F. Parsons

W.C.W. Nam

C-11-(5)
4561

A

August 7, 1956

FINAL COST ANALYSIS

W. Unit, Black Bridge-Richland Section
Contract #4561

Baker-Homestead Highway
Prefix: 1-1057

Grading and Paving
Durbin Brothers, Contractor
Kevin Laughlin, Resident Engineer

NOTED
W. C. WILLIAMS

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	$6,000	$	$ 2,650.90	$ 6,000.00
Drainage Excav., Unclass.	692.35	Cu.Yd.	2.00	1.93	1,334.93	1,384.70
Gen. Excav., Unclass	119,858.6	Cu.Yd.	0.41	0.435	52,107.09	49,142.03
Short Overhaul	91,516	Yd.Sta.	0.015	0.0159	1,458.33	1,372.74
Long Overhaul	587.5	C-Yd.Sta.	0.40	0.42	247.54	235.00
Finish., Roadbed & slopes	2.54	Mile	800.00	792.79	2,013.69	2,032.00
Rounding Cutbanks	7809	L.F.	0.15	0.148	1,158.18	1,171.35
18" Concrete Pipe	150	L.F.	3.25	3.12	468.57	487.50
24" Concrete Pipe	54	L.F.	5.00	4.78	258.31	270.00
12" Corr. Metal Pipe	118	L.F.	3.20	3.04	358.56	377.60
18" Corr. Metal Pipe	316	L.F.	4.05	3.89	1,229.32	1,279.80
24" Corr. Metal Pipe	50	L.F.	5.85	5.67	283.42	292.50
36" Corr. Metal Pipe	228	L.F.	10.80	10.50	2,394.77	2,462.40
84" Corr. Metal Pipe, Unctd.	57	L.F.	42.00	40.88	2,330.10	2,394.00
Salvage Culvert Pipe	125	L.F.	3.00	2.52	314.61	375.00
6" Metal Drain Pipe	14	L.F.	3.00	2.12	29.61	42.00
6" Perf. Metal Drain Pipe, Unctd.	94	L.F.	2.00	1.79	168.60	188.00
Special Backfill in Drains	20.19	Cu.Yd.	10.00	8.96	181.00	201.90
*****Metal Guardrail	3,193.2	L.F.	3.00	2.75	8,781.30	9,579.60
*****Metal Sight Posts	203	Each	3.00	2.50	507.50	609.00
****Coarse Cr., Mat'l In Base	18,299	Cu.Yd.	1.95	1.66	30,322.05	35,683.05
*****3/4-0 Mat. in Base	3,100	Cu.Yd.	2.10	2.00	6,190.97	6,510.00
Sprinkling	336	M/Gal.	3.00	2.20	738.11	1,008.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Preparation of base	2.54	Mile	$250.00	$250.00	$ 635.00	$ 635.00
**3.4'-0 Mat. in Binder Course	348	Cu.Yd.	2.95	2.95	1,026.60	1,026.60
*MC-2 Asphalt in Binder Course	49.04	Ton	48.00	48.00	2,353.92	2,353.92
**Furn. and Place Agg.	1,602	Cu.Yd.	3.30	3.30	5,286.60	5,286.60
*150-200 Asphalt	111.65	Ton	46.00	46.00	5,135.90	5,135.90
*RS-1 Asphalt	31.59	Ton	48.00	48.00	1,516.32	1,516.32
***PA #1 Purchase Excess Aggregate in S.P.	423.3	Cu.Yd.	1.00	1.00	423.30	423.30
Force Account (Flagging)						827.10
					$131,905.10	$140.302.91

Work done by others:

*Russell Olson
**Russell Olson and N. A. Toole
***N. A. Toole
****Durbin Bros., Russell Olson, N. A. Toole
*****Vern Hoaglin

	Gross Revenue	Total Cost	Profit	% Profit
Durbin Brothers	$ 86,594.72	$ 78,196.91	$8,397.81	9.7%
N. A. Toole	31,272.55	31,272.55		
Russell Olson	13,146.84	13,146.84		
Vern Hoaglin	9,288.80	9,288.80		
	$140.302.91	$131.905.10		9.4%

Gross Revenue	$140.302.91
Total Cost	131.905.10
Net Profit	$ 8,397.81

Net Profit Equals 9.4% of Gross Revenue

DETAIL OF COSTS

Labor:

Labor				$29,302.44	
Labor Insurance				1,847.05	
Health and Welfare				1,017.75	
					$ 32,167.24

Materials:

18" Concrete Pipe	150	Feet	at $ 2.35	352.50	
24" Concrete Pipe	54	"	" 3.45	186.30	
12" Corr. Iron Pipe	118	"	" 2.01	237.18	
12" Bands	2	Each	" 2.01	4.02	
18" Corr. Iron Pipe	316	Feet	" 2.79	881.64	
18" Bands	13	Each	" 2.79	36.27	
24" Corr. Iron Pipe	50	Feet	" 4.37	218.50	
24" Bands	2	Each	" 4.37	8.74	
36" Corr. Iron Pipe	228	Feet	" 8.54	1,926.60	
36" Bands	6	Each	" 8.54	50.70	
84" Corr. Iron Pipe, Unctd.	57	Feet	" 30.63	1,745.91	
84" Bands	3	Each	" 60.58	181.74	
6" Metal Drain Pipe	14	Feet	" 0.80	11.20	
6" Perf. Metal Drain Pipe, Uncoated	94	Feet	" 0.77	72.38	
6" Bands	4	Each	" 0.98	3.92	
					5,917.60

Equipment Rental and Misc. Supplies:

Equipment Rental (Owned)	28,178.40		
Equipment Rental (Hired)	843.50		
Gas, Oil, Grease	5,642.85		
Explosives	2,710.32		
Drill Steel	75.00		
P.L. & P.D. Insurance	366.28		
Bond	841.82		
Small Tools and Misc. Supplies	574.90		
Home Office and General Overhead	879.00		
		40,112.07	
		78,196.91	
Subcontracts		53,708.19	
T o t a l C o s t = = = = =			$131,905.10

Remarks:

This was a "Federal Aid Secondary Project" calling for grading and oil mat surfacing of 2.54 miles of highway roadbed on the W. Unit, Black Bridge-Richland Section of the Baker-Homestead Highway in Baker County.

This project was bid and awarded November 4, 1955. Work started December 6, 1955 and was completed June 5, 1956.

The clearing consisted of willow brush and the removal of some wooden fences and some culvert pipe that was removed as work progressed.

The prime contractor moved in his equipment and started grading operations December 6 and completed them April 6, 1956. Grading was done with the following equipment: three D-8 cats and dozers (one with hydraulic ripper), one tractor drawn scraper, two DW-20's with scraper units, one 2½ yard shovel, three dumptors, one #12 blade, one 315 compressor and wagon drill and four flatbed trucks used for maintenance of equipment and other work. Excavation consisted of solid rock, semi-solid, dirt and gravel formations. One 315 compressor and wagon drill took care of all the drilling operations as not too much solid was encountered on this section. The semi-solid was ripped with the hydraulic ripper mounted on a D-8 cat but it slowed down the operations a little. Considerable time was lost during the grading operations due to cold weather and down time for repairs on equipment. The contractor shows a loss on this item due to high water washing out fills and channel changes and to a low bid price.

N. A. Toole, having the sub-contract for furnishing the crushed aggregate for this project, moved in his semi-portable crushing plant and set up in a gravel deposit on the north side of the highway opposite the State pit at Mile Point 35.71, and started crushing January 4, 1956. All the aggregate was stock-piled at the plant site. Crushing was completed April 6. Russell Olson, having the sub-contract for furnishing and placing of the asphaltic on this project, moved in April 30, and completed the final seal May 8.

Vern Hoaglin, having the sub-contract for furnishing and placing of the guard rail, moved in his equipment and started digging and placing guard rail May 14, and was completed June 5, 1956.

The prime contractor, having good equipment and supervision, was unable to show a profit on the excavation, but was able to show a profit on the total contract.

R. D. Asburry
Chief Cost Analyst

By

C. E. Layton
Cost Analyst

OREGON STATE HIGHWAY DEPARTMENT

(date)

July 20, 1956

5-11(5)

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4561	8-Final	Durbin Brothers	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
14491	B-155605	$ 4,198.90	7/20/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1956

Time Extensions: None

Completion Date: June 5, 1956

Date Accepted: July 12, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-23-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUL 24 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
JUL 2 1956
FOR FILING

S-11/5

4561

June 29, 1956

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Building
Tacoma 1, Washington

Gentlemen:

State highway contract No. 4561 for work performed on the W. Unit, Black Bridge-Richland Section of the Baker-Homestead Highway in Baker County was completed by the contractor, Durbin Bros., on June 5, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $4,198.90 will be released to the contractor after acceptance by the Commission. The total contract amount is $140,302.91, of which amount $827.10 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
6-29-56

RECEIVED
JUN 26 1956
FOR FILING

4561

June 26, 1956

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Durbin Bros. on contract No. 4561, covering the West Unit, Black Bridge-Richland Section of the Baker-Sumpter Highway in Baker County. This payment, in the amount of $6,793.10, will be released to the contractor on or after July 6, 1956. The retained percentage is $4,209.40.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JUN 11 1956
FOR FILING

4561

June 11, 1956

Mr. O. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 5, 1956 on Contract No. 4561, West Unit, Hinck Bridge-Richland Section, in Baker County, in connection with Federal Aid Project No. S-11(5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DHP:MB

cc: John Cottrell

"FINAL" A

Form E-1-Rev 6-55—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

S-11 (5)

For Week Ending June 8, 1956, 19

Section West Unit, Black Bridge- Richland

Highway Baker- Homestead

Contractor Durbin Bros. Construction Co.

Date of contract November 4, 1955, 19

Date work started December 6, 1955, 19

Project authorization $153,756.00

Exclusive of Engineering $142,822.24

Kind of work Grading and Oiling

Section prefix 1-1027

Contract number 4561

Date of completion Sept. 30, 1956, 19

Estimated date of completion June 5, 1956, 19

Per cent of time elapsed 65.1 %

Estimated cost of completed project, exclusive of engineering $142,094.25

Estimated per cent of underrun . . . . . 0.5 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization $10,933.76

Estm Engineering cost to date $10,900, 99.7 %

Date project was completed June 5, 1956, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished setting the site posts and painting of the guard rails Tuesday.

This completes all the contract work on this projedt.

Brooks inspecting.

RECEIVED
JUN 11 1956
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
L. H. Young

NOTED
V. D. WOLFE

NOTED
R. D. ASBURY

Signed Kevin Laughlin

Address Baker Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 60965

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.54	2.54		2.54	
Miles partially completed					
Miles completed	2.54	2.54		2.54	
Total estimated quantities (contract)	115.600	21.750		194	
Total quantities corrected to date	119.858.8	21.399		192.28	
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Rain		
Tuesday	Cloudy		
Wednesday			
Thursday			
Friday			
Saturday			

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APR 23 1956
FOR FILING

FORM 850 SSM 11-55 90824
S-11(57)
4561

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 3, 1956

6440
6462

SUBJECT: Partial Material Payments
West Unit, Black Bridge
Richland Section
Contract No. 4561

To: Mr. W. C. Williams
Deputy State Highway Engineer

OFFICE

NOTED
W. C. WILLIAMS

In accordance with your assignment No. 6462, I checked with Mr. Probert's office and found that payments are being allowed on materials stockpiled on leased property as per Mr. Enfield's letter of instruction on March 29.

L. H. Young
Ass't Construction Engineer

LHY:ep

cc - Mr. S. H. Probert

RECEIVED
APR 3 1956
OFFICE OF
STATE HIGHWAY ENGINEER

ASSIGNMENT

Date March 29, 1956 No. 6462 By Crew

Description: File (11) on West Unit, Black Bridge-Richland Section, Contract No. 4561, covering matter of partial payments for materials on project.

Acknowledged by____ Referred to Cooper

__Investigate and report with recommendation
XX Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks:

PLEASE RETURN TO W. C. WILLIAMS

Executed 4-3-56 Report Received_____

HIGHWAY DEPARTMENT

TMENT CORRESPONDENCE

em Office
h 29, 1956

PLEASE RETURN TO W. C. WILLIAMS

SUBJECT: Partial Material Payments
West Unit, Black Bridge
Richland Section
Contract No. 4561

u complete file covering the matter of
rials on the above entitled project.
a copy of the original lease and an

nts given for examination, making of
nufactured and stored is approved.

W. ENFIELD
ef Counsel

NOTED
W. C. WILLIAMS

ENCL.
cc: Mr. Forrest Cooper
Mr. S. H. Probert
Mr. A. F. Parson

NOTED
L. H. Young

RECEIVED
MAR 29 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 830—SOH—2-55—51906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
March 29, 1956

PLEASE RETURN TO
W. C. WILLIAMS

SUBJECT: Partial Material Payments
West Unit, Black Bridge
Richland Section
Contract No. 4561

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

Herewith I return to you complete file covering the matter of making partial payments for materials on the above entitled project. The file contains a title report, a copy of the original lease and an assignment of lease.

Based upon the instruments given for examination, making of advance payments for materials manufactured and stored is approved.

C. W. ENFIELD
Chief Counsel

NOTED
W. C. WILLIAMS

ENCL.
cc: Mr. Forrest Cooper
Mr. S. H. Probert
Mr. A. F. Parson

NOTED
L. H. Young

RECEIVED
MAR 29 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E80—50M—11-55—80224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
March 27, 1956

PLEASE RETURN TO
W. C. WILLIAMS

To: Mr. W. C. Williams
Deputy State Highway Engineer

OFFICE

SUBJECT: Partial Material Payments
West Unit, Black Bridge-
Richland Section
Contract No. 4561

Pursuant to your assignment No. 6440, I am forwarding herewith a preliminary title report from the Baker Abstract and Title Company covering property leased by N. A. Toole, sub-contractor on the subject named project, and leased to him by Ruby Rizor Mack. The purpose of this is to meet the requirements set by the Legal Department so that we can allow the contractor for materials produced and on hand before same are incorporated into the work.

Your file containing the other necessary agreements is also returned herewith.

L. H. Young
Ass't Construction Engineer

LHY:ep

Attch.

RECEIVED
MAR 28 1956
OFFICE OF
STATE HIGHWAY ENGINEER

ASSIGNMENT

Date: March 16, 1956 No. 6440 By Lucas

Description: Letter of March 14 by J. W. DeSouza to WCW and attached file (7) on partial material payments, Contract No. 4561, West Unit, Black Bridge-Richland Section. Mr. DeSouza comments on lease and title report.

Acknowledged by____ Referred to Cooper ✓

__Investigate and report with recommendation
XX Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks:

PLEASE RETURN TO W. C. WILLIAMS

Executed 3-27-56 Report Received_____

PLEASE RETURN TO W. C. WILLIAMS

HIGHWAY DEPARTMENT

IENT CORRESPONDENCE

em Office
ch 14, 1956

UBJECT: Partial Material Payments
Contract No. 4561
West Unit, Black Bridge-
Richland Section

NOTED W. C. WILLIAMS

complete file covering the above
copy of Mr. Glaisyer's minutes of
handling of the matter in question.

prepared on our standard form but
Ruby Rizor Bowman to N. A. Toole is
ble. However, if the property is
is in actual possession of the land
engineer report.

mission's action requires that a
itted by the contractor. It is not
certify that she is the owner of
the property and a title report by an abstract company covering the smallest legal subdivision, or subdivisions, on which Mr. Toole actually is operating will be necessary.

When the essential information is supplied, please return the entire file for further handling.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. Forrest Cooper

FORM 850—SOM—2-50—62986

PLEASE RETURN TO W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
March 14, 1956

SUBJECT: Partial Material Payments
Contract No. 4561
West Unit, Black Bridge-
Richland Section

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

Herewith I return to you complete file covering the above captioned matter, together with a copy of Mr. Glaisyer's minutes of January 26, 1956 relative to the handling of the matter in question.

The assignment has been prepared on our standard form but the description in the lease from Ruby Rizor Bowman to N. A. Toole is so vague to be somewhat questionable. However, if the property is properly identified and Mr. Toole is in actual possession of the land this can be clarified by a field engineer report.

Please note that the Commission's action requires that a satisfactory title report be submitted by the contractor. It is not sufficient that Ruby Rizor Bowman certify that she is the owner of the property and a title report by an abstract company covering the smallest legal subdivision, or subdivisions, on which Mr. Toole actually is operating will be necessary.

When the essential information is supplied, please return the entire file for further handling.

J. W. DeSouza

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. Forrest Cooper

FORM ESO—SOM—2-55 - 12554

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 7, 1956

REFERRED TO De Sauza FOR Handling

SUBJECT

To:

Mr. Forrest Cooper
Construction Engineer
Salem

Along with the Monthly Estimate #3, Contract #4561, West Unit, Snake Bridge-Richland Section, you will find Assignment of Lease from subcontractor E. A. Toole Construction Company. Along with the Assignment you will find a copy of the Lease Agreement between Ruby Rizor Bowman and E. A. Toole. We trust that the papers are in an acceptable form, if not kindly advise.

RECEIVED
W. C. WILLIAMS

A. F. Parson
Division Engineer

C. D. Cannon
Office Engineer

CDC:js

Enclosures 2

ASSIGNMENT OF LEASE

For value received N. A. Toole (Name),

contractor on highway (~~bridge~~) construction contract No. 4561, does hereby sell, transfer, assign, and set over to the Oregon State Highway Commission, for the duration of said contract, all its right, title, and interest in and to the lease affixed hereto, reserving the right to go upon and use the leased premises for the purposes of said contract, and, further, does agree to indemnify and hold harmless the said Highway Commission, its members, officers, employees, and agents against any and all claims or damages which may result from the use of the property covered by said lease during the term of this assignment.

Attachments:

1. Copy of lease from Ruby Rizor Bowman (lessor) to N. A. Toole (contractor-lessee) dated 3-3-56, covering a parcel of land in Section 13, Township 9S, Range 44E, W.M., Baker County, Oregon. 18 ----- 9S " 45E
2. Title report of lessor.

March 7, 1956
Date

Richland, Ore
Place

N A Toole Constr Co
Contractor

By N A Toole

STATE OF OREGON
County of Baker } ss.

On this 2nd day of MARCH, A.D, 1956, personally came before me, a Notary Public in and for said county and state, the within named N. A. TOOLE to me personally known to be the identical person described in, and who executed, the within instrument, and who each personally acknowledged to me that he executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

John H. Sass
John H. Sass Notary Public for Oregon

My commission expires July 17, 1957

ACCEPTANCE RECOMMENDED:

Deputy
State Highway Engineer

ACCEPTED, on behalf of the State Highway Commission

Chief Counsel

ASSIGNMENT OF LEASE

For value received N. A. Toole (Name),
contractor on highway (~~bridge~~) construction contract No. 456/, does hereby sell, transfer, assign, and set over to the Oregon State Highway Commission, for the duration of said contract, all its right, title, and interest in and to the lease affixed hereto, reserving the right to go upon and use the leased premises for the purposes of said contract, and, further, does agree to indemnify and hold harmless the said Highway Commission, its members, officers, employees, and agents against any and all claims or damages which may result from the use of the property covered by said lease during the term of this assignment.

Attachments:

1. Copy of lease from Ruby Rizor Bowman (lessor) to N. A. Toole (contractor-lessee) dated 3-2-56, covering a parcel of land in Section 13, Township 9S, Range 44E, W.M., Baker County, Oregon. 18 — — 9S. " 45E
2. Title report of lessor.

March 2, 1956
Date

Richland, Ore
Place

N A Toole Const Co
Contractor

By N A Toole

STATE OF OREGON)
County of Baker) ss.

On this 2nd day of ~~MARCH, A.D.~~, 1956, personally came before me, a Notary Public in and for said county and state, the within named

~~N. A. TOOLE~~

to me personally known to be the identical person__ described in, and who executed, the within instrument, and who each personally acknowledged to me that _he_ executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

John H. Sams
~~John H. Sams~~ Notary Public for Oregon

My commission expires ~~July 27, 1957~~

ACCEPTANCE RECOMMENDED:

Deputy
State Highway Engineer

ACCEPTED, on behalf of the State Highway Commission

Chief Counsel

AGREEMENT, between Ruby Rizor Bowman and N. A. Tool.

For and in consideration of the sum of Five Hundred Dollars, Ruby Rizor Bowman agrees to lease to N. A. Tool the right to take gravel form a parcel of land located in Sec. 13, Township 9 S, Range 44 East. W. M. and Sec. 18, Township 9 S. Range 45 East. W. M. Baker County.

It is further understood the amount of gravel taken shall be that amount used, and only that amount used on the east unit of the Black Bridge Richland Section of Highway 86: said section now being under construction by Durbin Bros.

The time limit on this agreement to extend for the duration of the Durbin Bros. contract on said section.

Lessorr Ruby Rizor Bowman

Lessee N A Tool

I hereby certify that I am the owner of the property shown on the lease between Ruby Rizor Bowman and N. A. Tool, namely a parcel of land in Sec. 13, Township 9 S. Range 44 East. W. M. and Sec. 18 Township 9 S Range 45 East. W. M. Baker County.

Signed Ruby Rizor Bowman

I hereby certify that I am the owner of the property shown on the lease between Ruby Rizor Bowman and M. A. Tool, namely a parcel of land in Sec. 15, Township 9 S. Range 44 East. W. M. and Sec. 18 Township 9 S Range 45 East. W. M. Baker County.

Signed Ruby Major Bowman

EXCERPT FROM STATE HIGHWAY COMMISSION MINUTES OF JANUARY 26, 1956
(Not approved as of March 7, 1956)

AGENDA ITEM 2 (g)

The Chief Counsel requested authority to accept on behalf of the Commission assignments of leasehold interests in property for the storage of material when acceptance of such assignments is recommended by the State Highway Engineer. At the present time, he stated, when contract materials are stored on ground not owned or leased by the State, it is necessary that the contractor assign his leasehold interest to the State for the duration of the contract in order to collect partial payments, for material stored upon the property involved. Under present procedure, it is necessary for the assignment to be submitted to the Highway Commission for acceptance. The Commission granted the authority, with the understanding that no assignment may be accepted by the Chief Counsel unless a fully executed copy of the lease is furnished to him by the contractor; a satisfactory title report is submitted to him by the contractor to establish the legal right of the lessor to lease the property to the contractor; the assignment is made without monetary consideration of any kind; and the assignment contains a provision obligating the assignor to indemnify and hold harmless the Highway Commission, its members, officers, employees, and agents against any and all claims for damages which might result from the use of the leased property.

(Page 21 of minutes)

Dr

COPY

BAKER ABSTRACT & TITLE CO.
BAKER STATE BANK BUILDING
JAckson 3-2124
BAKER, OREGON

October 27, 1955

PRELIMINARY REPORT ONLY

No liability is assumed hereunder until full Policy Premium has been Paid.

Our No. 05158
Your No. 23913

Mr. C. W. Enfield, Chief Counsel
Oregon State Highway Department
Salem, Oregon

ATTENTION: F. A. Morgan, Assistant Counsel

We are prepared to issue Title Insurance (Western Title Insurance Company) in the usual form insuring the title to the land hereinafter described.

Dated as of OCTOBER 24th, 1955, at 5:00 o'clock P.M.

BAKER ABSTRACT & TITLE CO.

By Mary Ellen Troen Title Officer

Vestee: RUBY RIZOR MACK.

Description: S½SE¼ of Section 13, Township 9 South, Range 44 E.W.M., in Baker County, Oregon

NOTE: Our title report dated Oct. 27, 1955, sets out a lengthy description which describes the tract of land being purchased by the Highway Department from Ruby Rizor Bowman. We reserve the right to show this description in full, if it is required.

Subject to the usual printed exceptions, and:

1. Taxes for the fiscal year 1955-56 in the sum of $88.49.

2. Right-of-Way Deed in favor of County of Baker, dated Feb. 24, 1927, filed Feb. 26, 1927, and recorded in Book 107 at Page 277 of the Deed Records of Baker County, Oregon, conveying a strip of land over and across Sec. 13, Twp. 9 S., R. 44 E.W.M. and Sec. 18, Twp. 9 S., R. 45 E.W.M., Baker County, Oregon.

3. Right-of-Way Deed in favor of County of Baker, dated Feb. 24, 1927, filed June 30, 1927, and recorded in Book 108 at Page 196 of the Deed Records of Baker County, Oregon, conveying a strip of land 60 feet wide over and across lands in Sec. 13, Twp. 9 S., R. 44 and Sec. 18, Twp. 9 S., R. 45 E.W.M.

DF

4. Rights outstanding under that certain Easement in favor of Idaho Power Company, a corporation, dated Oct. 30, 1936, filed Nov. 13, 1936, and recorded in Book 123 at Page 83 of the Deed Records of Baker County, Oregon, over and across the SE¼SE¼ of Sec. 13, Twp. 9 S., R. 44 E.W.M., and Lot 4, the SE¼SW¼ and the SW¼SE¼ of Sec. 18, Twp. 9 S., R. 45 E.W.M. (together with other lands), in Baker County, Oregon.

5. Mortgage from Lloyd F. Bowman and Ruby Rizor Bowman, formerly Ruby Rizor Mack, husband and wife, to the Land Bank Commissioner, dated Aug. 1, 1934, filed Sept. 10, 1934, and recorded in Book 71 at Page 202 of the Mortgage Records of Baker County, Oregon, securing a note of even date for the principal sum of $2,800.00, with interest as in said note provided, and payable in accordance with the terms thereof, which said mortgage was extended by that certain Extension Agreement from Lloyd F. Bowman and Ruby Rizor Bowman, husband and wife, to the Federal Farm Mortgage Corporation, a corporation, dated Dec. 10, 1940, filed Dec. 21, 1940, and recorded in Book 76 at Page 625 of the said Mortgage Records.

6. Crop Liens or Crop Mortgages.

RECEIVED
FEB 13 1956
FOR FILING

- 11(5)
4561

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 10, 1956

SUBJECT: W. Unit, Black Bridge-Richland, Baker-Homestead
Contract No. 4561

To:

Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Report No. 382950, dated February 7, 1956, which shows that the crushed rock bottom course of base material sampled February 2nd, has an excess of 5% P.I.

The crushed rock bottom base course material has, in the past, consistently shown a high count on P.I. and L.L. indicating unsuitable fines. These can be detected quickly by a Sand Equivalent Test on the site.

If, upon checking with Mr. Milne, it is found that there is need for the Sand Equivalent apparatus for this contract, please notify W. C. Hill, Soils Engineer. He will ship the plastic cylinder and plunger to you in compliance with a telephone conversation he held with Mr. C. D. Cannon on February 8th.

Will you please inform the resident engineer that he should tighten his inspection of this phase of the contract. Also, please continue to have the resident engineer so mark the samples of crushed rock submitted for test that it is clear they represent corrected material.

L. H. Young
Ass't. Construction Engineer

LHY-WCH:cf

cc to: W. C. Williams
Ray Webber

RECEIVED
FEB 14 1956
OFFICE OF
STATE HIGHWAY ENGINEER

OPR8-1913

Ore.

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Ore.
County Baker
Project No. S-11(5)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 8th day of Feb., 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 18th day of October, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 2.540 miles of grading, drainage and two-lane high type pavement (Character of work)

between Baker and Richland (Control points),

consisting of 2.540 miles of roadway and no (Number) bridges [redacted].

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of ninety-two thousand and 00/100 dollars ($ 92,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one hundred forty-nine thousand, five hundred sixty-nine and 20/100 dollars ($ 149,569.20).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL

_____
Deputy State Highway Engineer

By _____
Member, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer, Bureau of Public Roads

—33205

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

October 25, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your request for individual project program change in Item 357, Project S-11(5), Black Bridge-Richland Section, Supplement 35, Federal-aid Secondary Highway Program, was approved October 19, 1955.

Character of proposed work will now show intermediate type surfacing under the approved change.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
OCT 25 1955
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Department

Federal-aid Project No. S-11(5)

WEST UNIT, BLACK BUTTE-RICHLAND SECTION

OF THE BAKER-HOMESTEAD HIGHWAY IN BAKER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Nov. 22, 1955

Type Code 5231
Roadway (Sta.1713+75 to Sta.1851+53.1)(Contract No. 4561)

All Required	Clearing and Grubbing			$ 6,000.00
600 cu. yds.	Drainage Excavation, Unclassified		2.00	1,200.00
115,600 cu. yds.	General Excavation, Unclassified		0.41	47,396.00
81,800 yd. sta.	Short Overhaul		0.015	1,227.00
500 C-yd.sta.	Long Overhaul		0.40	200.00
2.54 miles	Finishing Roadbed and Slopes		800.00	2,032.00
5,000 lin. ft.	Rounding Cutbanks		0.15	750.00
140 lin. ft.	18" Concrete Pipe		3.25	455.00
60 lin. ft.	24" Concrete Pipe		5.00	300.00
60 lin. ft.	12" Corrugated Metal Pipe		3.20	192.00
310 lin. ft.	18" Corrugated Metal Pipe		4.05	1,255.50
50 lin. ft.	24" Corrugated Metal Pipe		5.85	292.50
150 lin. ft.	36" Corrugated Metal Pipe		10.80	1,620.00
66 lin. ft.	24" Corrugated Metal Pipe, Uncoated		42.00	2,772.00
140 lin. ft.	Salvaging Culvert Pipe		3.00	420.00
20 lin. ft.	6" Metal Drain Pipe		3.00	60.00
90 lin. ft.	6" Perforated Metal Drain Pipe, Uncoated		2.00	180.00
20 cu. yds.	Special Backfill in Drains		10.00	200.00
2,900 lin. ft.	Metal Guard Rail		3.00	8,700.00
70 only	Metal Sight Posts		3.00	210.00
18,900 cu. yds.	Coarse Crushed Material in Base		1.95	36,855.00
2,850 cu. yds.	3/4" - 0 Material in Base		2.10	5,985.00
550 M-gal.	Sprinkling		3.00	1,650.00
2.54 miles	Preparation of Base		250.00	635.00
320 cu. yds.	3/4" - 0 Material in Binder Course		2.95	944.00
50 tons	MC-2 Asphalt in Binder Course		48.00	2,400.00
1,530 cu. yds.	Furnishing and Placing Aggregates		3.30	5,049.00
110 tons	150-200 Asphalt		46.00	5,060.00
34 tons	RS-1 Asphalt		48.00	1,632.00
				$135,672.00
All Required	Flagging (57½ of Contractor's Cost)			300.00
		Subtotal		$135,972.00
		10% Engr. & Cont.		13,597.20
		Total		$149,569.20
	Length of Roadway	2.540 Miles		
	Cost Per Mile	$58,885.51		

Federal Funds	$ 92,000.00
State Funds	57,569.20
	$149,569.20

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds For Maint.: Chap. 529, Laws 1939.

RECEIVED
JAN 30 1956
FOR FILING

FORM E-30X—97,000—2-55—62967

5 11(5)
4561

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

W. C. WILLIAMS

Salem, Oregon
January 26, 1956

SUBJECT W. Unit, Black Bridge-Richland
Baker-Homestead Highway
Contract No. 4561

To:

Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Reference is made to Laboratory Report No. 382613, dated January 25, 1956 showing an acceptable grading for the crushed rock produced January 23rd, but having a P.I. of 3% too high.

The crushed rock has consistently shown a high P.I. since starting this phase of the contract. However, the contractor is in the process of changing the scalping screen to improve this condition, according to a telephone conversation between the laboratory and the resident engineer.

Until the crushed rock is suitable for use, the resident engineer should inform the contractor that it is not acceptable for this contract.

Will you please continue to have the resident engineer so mark the samples of crushed rock submitted for test that it is clear they represent corrected material.

L. H. Young
Asst. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
JAN 27 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 26 1956
FOR FILING
FORM E-80X—37,500—2-55—62987

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

S-11(2)
4561

Salem, Oregon
January 25, 1956

SUBJECT: W. Unit, Black Bridge-Richland
Baker-Homestead Highway
Contract No. 4561

NOTED
W. C. WILLIAMS

To:

Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Reference is made to Laboratory Report No. 382417, dated January 20, 1956 showing a 5% excess of material passing the ¼-inch screen, 2% excess P.I. and 3% excess L.L. count for the crushed gravel produced January 19, 1956.

Will you please call the resident engineer's attention to the noncompliance with our specifications.

Also, please instruct him to so mark samples of corrected material submitted to the laboratory that it is clear they represent improved crushed rock aggregate.

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
JAN 25 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 12 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 11, 1956

S 1 (-)
4561

SUBJECT: W. Unit, Black Bridge-Richland
Baker-Homestead Highway
Contract No. 4561

To:

Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Reference is made to Laboratory Report No. 382031, dated January 9, 1956 showing that crushed gravel produced that date is 15% deficient in material passing the ¼-inch screen. The crushed rock product just meets the requirements for the percentage of material retained on the 1-inch screen and for the Plasticity Index.

Will you please inform the resident engineer of this deficiency of minus ¼-inch material, and instruct him to tighten up his inspection of this rock production phase of the contract.

Also, please instruct him to so mark samples of corrected material that it is clear they represent improved crushed rock aggregate.

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
DEC 31 1955
FOR FILING

53-11(-)
4-61

December 27, 1955

Idaho Power Company
Payette, Idaho

Gentlemen:

The Oregon State Highway Department has recently let for contract the West Unit, Black Bridge-Richland section of the Baker-Homestead Highway.

There are two points on this line where the new construction conflicts with your pole line facilities. Our Resident Engineer, Mr. Kevin Laughlin, recently contacted you people regarding the moving of your facilities, and we were furnished an estimate of $960 by Mr. J. L. Johnstone, Senior Engineer for your Company, to cover the moving of the facilities.

Due to the fact that your line occupies private right of way where the conflict occurs, the Oregon State Highway Department will reimburse you for the moving of this line on an actual cost basis.

It is requested that you make this move immediately, so that our contractor will not be delayed in the performance of his work.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

H. M. Stiffler
Assistant State Highway Engineer

LHY:dt mc

cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. C. W. Enfield
Mr. A. F. Parsons
Mr. C. H. Maisen

ASSIGNMENT

Date: December 22, 1955 No. 6288 By WCW

Description: Mr. DeSousa's letter of December 20 to WCW re moving power poles, W. Unit, Black Bridge-Richland Sec., Baker-Homestead Hwy. File (6) attached.

Acknowledged by____ Referred to Cooper

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
XX Return with rough draft of ~~xxxxxx~~ letter
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks: to Power Co. authorizing move at State expense.

WCW

PLEASE RETURN TO W. C. WILLIAMS

Executed 12-22-55 Report Received_____

HIGHWAY DEPARTMENT

ENT CORRESPONDENCE

m Office
er 20, 1955

RECEIVED
DEC 22 1955
OFFICE OF
STATE HIGHWAY ENGINEER

UBJECT: Moving Power Poles
West Unit, Black Bridge-Richland
Baker-Homestead Highway
Contract No. 4561

PLEASE RETURN TO
W. C. WILLIAMS

your file regarding the moving of Idaho above indicated subject matter. The questions involved relate only to the operty. I infer that the poles origin- are included within the new highway

he Power Company, dated October 30, 1936, the right to construct the power line rights to require the subsequent removal It is my opinion that the Highway Commission is obligated to make payment for the relocation costs.

Mr. Young, in his letter to you of December 14, states "the power company has a gentleman's agreement for occupancy on the Schold property." I have no means of knowing just what this agreement was, but assume that verbal permission was given for the construction of the pole line across the Schold property and in reliance thereon spent a considerable sum of money in constructing the line in reliance on the verbal permit. I also must assume that this verbal permit was not qualified by any reservation of rights in the owners to require the subsequent removal or moving of the transmission line.

In Baum et ux v. Denn et al, 187 Or. 401 (1949) it is stated

"Having found that there was a parol license for plaintiffs to use the road, it remains to be seen whether such license has become irrevocable by reason of the plaintiffs having made permanent and valuable improvements in reliance thereon. In most jurisdictions a parol license to use land may be revoked by the licensor, as it creates no interest in the land and is not governed by the Statute of Frauds; but in this state—in keeping with the minority rule—such license becomes irrevocable if, in reliance thereon, the licensee makes permanent and valuable improvements."

FORM E30—GEN—1-53—62066

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
December 20, 1955

RECEIVED
DEC 20 1955
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: Moving Power Poles
West Unit, Black Bridge-Richland
Baker-Homestead Highway
Contract No. 4561

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

PLEASE RETURN TO
W. C. WILLIAMS

Herewith I return to you your file regarding the moving of Idaho Power Company's facilities on the above indicated subject matter. The correspondence indicates that the questions involved relate only to the Bowman property and the Schold property. I infer that the poles originally were on private lands and now are included within the new highway right of way.

The Bowman easement to the Power Company, dated October 30, 1936, which is part of the file, granted the right to construct the power line and contained no reservations of rights to require the subsequent removal or relocation of the facilities. It is my opinion that the Highway Commission is obligated to make payment for the relocation costs.

Mr. Young, in his letter to you of December 14, states "the power company has a gentleman's agreement for occupancy on the Schold property." I have no means of knowing just what this agreement was, but assume that verbal permission was given for the construction of the pole line across the Schold property and in reliance thereon spent a considerable sum of money in constructing the line in reliance on the verbal permit. I also must assume that this verbal permit was not qualified by any reservation of rights in the owners to require the subsequent removal or moving of the transmission line.

In Baum et ux v. Denn et al, 187 Or. 401 (1949) it is stated

> "Having found that there was a parol license for plaintiffs to use the road, it remains to be seen whether such license has become irrevocable by reason of the plaintiffs having made permanent and valuable improvements in reliance thereon. In most jurisdictions a parol license to use land may be revoked by the licensor, as it creates no interest in the land and is not governed by the Statute of Frauds; but in this state--in keeping with the minority rule--such license becomes irrevocable if, in reliance thereon, the licensee makes permanent and valuable improvements."

In the later case of Shepard et ux v. Purvine et al, 196 Or. 348 (1952) the statement in the Baum case was quoted with approval, and it was further stated:

> "All the undisputed circumstances of this case point directly to the fact that plaintiffs' oral license was intended to be, and was and is, permanent. In reliance upon this oral license, plaintiffs made valuable improvements on and in connection with their lands and in laying the pipe line. It would be wholly inequitable and unjust to now permit defendants to destroy plaintiffs' rights. Defendants, under all the facts and circumstances of this case, ought to be, and they are, estopped to deny plaintiffs' claims. Plaintiffs' license to a use of a portion of the water from the spring in question and to maintain their pipe line across the lands of defendants is irrevocable."

Under the assumed facts and under the authority of the two cases quoted, it is my opinion that the Highway Commission is obligated to compensate Idaho Power Company for the moving and reconstruction costs on the Schold property.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. Forrest Cooper
Mr. A. F. Parson
Mr. C. H. Maison
Mr. C. W. Enfield

FORM E20—6M—4-55—62506

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1955

W. C. WILLIAMS

SUBJECT: Moving Power Poles
West Unit, Black Bridge-Richland
Baker-Homestead Highway
Contract No. 4561

To: Mr. W. C. Williams
Deputy State Highway Engineer

O F F I C E

Herewith State Force Order and copy of a letter from Division Engineer Parson regarding moving of power poles on the subject-named section.

This power line occupies private property. There is a copy of a power company easement over the Bowman property. Mr. Parson also notes that the power company has a gentlemen's agreement for occupancy on the Schold property. This could, no doubt, be interpreted as a verbal contract and I believe we will be responsible for paying the costs of rebuilding on this part of the line. Conflict with the power poles is confined to a section through these two properties.

The power company's estimate of cost for the relocation of their facilities through these two properties is $860.

I recommend that this be referred to the Legal Department for an opinion. When such opinion has been rendered, a letter should be addressed to the Idaho Power Company setting forth our participation in the cost of moving the line and that they move it forthwith.

Sketch maps prepared by the power company, showing the proposed change are also attached.

L. H. Young
Assistant Construction Engineer

LHY:dt

Attachments

FORM E-20X—67,500—2-59—62867

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
December 9, 1955

SUBJECT Order for State Force Work
W. Unit, Black Bridge-Richland
Baker-Homestead Highway
Contract #4561

To:

Forrest Cooper
Construction Engineer
Salem, Oregon

Herewith Order for State Force Work in the amount of $860.00 to cover estimated cost of re-arranging Idaho Power Company facilities on the West Unit, Black Bridge - Richland Section, Baker-Homestead Highway, Contract #4561.

Along with the order you will find a copy of Power Company easement over Bowman property, copy of a letter from Mr. J.R. Johnstone, Senior Engineer of the Power Company and sketches submitted by the Power Company reflecting proposed relocation and a copy of a letter from Resident Engineer Laughlin.

Mr. Laughlin, you will note, suggests that the State bear the cost estimated $225.00 for re-arranging of the pole line across the Bowman property only. However, in view of the "gentlemen's agreement" for occupancy of the pole line on the Schold property, we believe that the responsibility for paying for the cost of re-building this part of the pole line rests upon the State also.

We recommend approval of the order.

A. F. Parson
Division Engineer

by

C. D. Cannon
Office Engineer

CDC:ce
cc - Kevin Laughlin

RECEIVED
DEC 14 1955
OFFICE OF
CONSTRUCTION ENGINEER

FORM B-80A—60 300—10 44—19494

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon
December 5, 1955

SUBJECT: Removal of Power Poles
W.Unit, Black Bridge-Richland Sect.
Baker-Homestead Highway

To: A.F.Parson
Division Engineer
State Highway Dept.
La Grande, Oregon

Enclosed herewith is an ORDER FOR STATE FORCE WORK covering the removal of Power Poles through the Bowman property for wich the Power Co. was granted an easment, (copy of said easment is enclosed herewith),

Since this order is to be approved in the Salem office and the Power Co. is to receive the request to move the poles from the Salem office, I am enclosing a letter from Mr. J.L.Johnstone, Senior Engineer of the Idaho Power Co. with sketches showing proposed relocation of poles, which meets with my approval.

As the Idaho Power Co. have only a gentlemans agreement to encroach on the Schold property, it is apparent that the Company must bear the costs of all poles that require moving on his property.

My approximate estimate of the costs for which the State must bear for the removal of one pole and the removal and resetting of one other pole is $ 225.00. I am requesting that the Idaho Power Co. be informed of the part of the work that will be reimburst by the State and these costs keeped separate.

The enclosed sketches cover all poles to be moved except the one on the westerly side of the Highway at Station 1832+85 which is to be moved westerly approximately 25 feet on tangent line with existing pole line.

Your prompt answer to the Power Co. with a copy to me will be greatly appreciated. I expect the contractor to start his grading operations next week.

Kevin Laughlin

Kevin Laughlin
Resident Engineer

cc J.L.Johnstone

Payette, Idaho
November 22, 1955

Mr. Kevin Laughlin
Resident engineer
Oregon State Highway Department
Baker, Oregon

Dear Sir:

This will acknowledge receipt of your letter of November 10 to Mr. Owen Summers of the Idaho Power Company at Halfway, Oregon, with which you enclosed a set of plans showing a proposed project on the west end of the Blackbridge-Richland section of the Baker-Homestead highway.

In response to your request, we are enclosing a work order map showing the proposed relocation of our poles and anchors as you have indicated on sheets #5, 6, and 7 of your plans. We appreciate very much the details which you indicated on the maps, as to possible locations of our poles and anchors. However, after visiting the site, we felt that the complete relocation of that portion of the line shown on sheet #5 would be least costly and accordingly ask that you approve the relocation as shown on our map. The estimated cost of this work is $660 which includes the work outlined in all of your maps.

We hope you find this plan and estimate satisfactory and would appreciate hearing from you as soon as possible.

Very truly yours,

J. W. Johnstone
Senior Engineer
12/1/55

JLJ/rv
enc.

Mr. Ruby E. Bowman et vir --90619-- Idaho Power Co.

EASEMENT

Mrs. Ruby E. Bowman and L. F. Bowman, of Richland, Oregon, grantors, for One Dollar and other Valuable Considerations, the receipt of which is hereby acknowledged, hereby grant to IDAHO POWER COMPANY, a corporation its, licensees, Successors and Assigns, the right to construct, operate, Maintain, Reconstruct and remove electric transmission, distribution and Telephone circuits, or any of them, and their appurtenances, attached to a single line of poles or other supports, with their incidental equipment, on, over, and across the following premises in Baker County, Oregon, to-wit:

The Southeast quarter of the East east quarter of Section 13, township 9 South, Range 44 East of the Willamette Meridian, Lot 4, Southeast quarter of the Southwest quarter, the Southwest quarter of the Southeast quarter in Section 18, Township 9 South, Range 45 East of the Willamette Meridian, The west one half of the Northeast quarter of Section 19, Township 9 South, Range 45 East of the Willamette Meridian, as the line is now located.

Including always the same rights on, over, and along and across any and all alleys, roads, streets and highways, now or hereafter dedicated or constructed within, bordering upon or adjacent to said premises or any part thereof, and including also the right and privilege to trim trees and branches to the extent necessary for the sale and proper operation of said electrical system.

IN WITNESS WHEREOF, The grantors have hereunto subscribed their names this 30 day of Oct. 1936.

Witness
Geo. Alexander
Richland, Oregon

W. H. Jarvis
Payette, Idaho

Mrs. Ruby E. Bowman (seal)
L. F. Bowman (seal)

Copied from Book 123 Page 84 Baker County Records.
November 8, 1956

RECEIVED
DEC 12 1955
FOR FILING

S-11(5)
4561

Salem, Oregon
Dec. 12, 1955

Contract for Secretary
of State

Mr. Carl F. Smith
Claims Division
O F F I C E

Herewith we hand you a certified copy of contract No. 4561, which was awarded to Durbin Bros. by the State Highway Commission on November 4, covering the West Unit of the Black Bridge-Richland Section of the Baker-Homestead Highway in Baker County.

This copy of contract is for the records and files of the Secretary of State.

Secretary

gl
attachment 1

RECEIVED
DEC 14 1955
FOR FILING

S-11(5)
4561

December 9, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on December 6, 1955 on Contract No. 4561, West Unit, Black Bridge-Richland Section, in Baker County, in connection with Federal Aid Project No. S-11(5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

EEP:bb

RECEIVED
NOV 29 1955
FOR FILING

S-11 (5)
4561

November 28, 1955

Durbin Bros.
Route 5, Box 490
Eugene, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4561 which was awarded to you by the State Highway Commission, covering the West Unit, Black Bridge-Richland Section of the Baker-Homestead Highway in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
NOV 7 1955
FOR FILING

S-11 (5)
4561

November 7, 1955

Durbin Bros.
Route 5, Box 490
Eugene, Oregon

Gentlemen:

The State Highway Commission on November 4, 1955 awarded to you State Highway Contract No. [illegible] for grading and oiling West Unit, Black Bridge-Richland Section of the Baker-Homestead Highway in Baker County.

This award was based on your bid of $135,672 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

= 11(5)
4561

W. UNIT, BLACK BRIDGE - RICHLAND SECTION BAKER-HOMESTEAD HIGHWAY BAKER COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-11 (5)		See Index

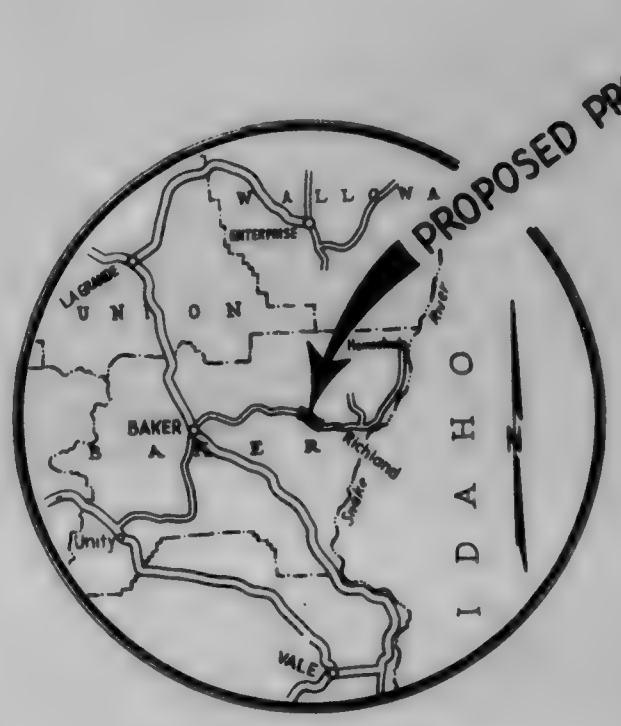
OREGON
Y DEPARTMENT
OSED PROJECT

R

OILING

GE-RICHLAND SECTION
EAD HIGHWAY
OUNTY
955

BIDDING PLANS



KEY MAP

Map
Feet
0 4000

REGISTERED PROFESSIONAL ENGINEER 187 OREGON NOV. 8, 1949 R. H. BALDOCK

STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION

BEN R. CHANDLER Chairman
CHAS. H. REYNOLDS Commissioner
M. K. McIVER Commissioner

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED:

DISTRICT ENGINEER DATE

INDEX SHEETS	
SHEET NO.	DESCRIPTION
1	Title
2	Summary & Typical
3-7	Plan & Profile

Drawing Nos.
2051 - Misc. Structures

STATE OF OREG
STATE HIGHWAY DE

PLANS FOR PROPOSED

GRADING & OILING

WEST UNIT, BLACK BRIDGE - RI

BAKER - HOMESTEAD HI

BAKER COUNTY

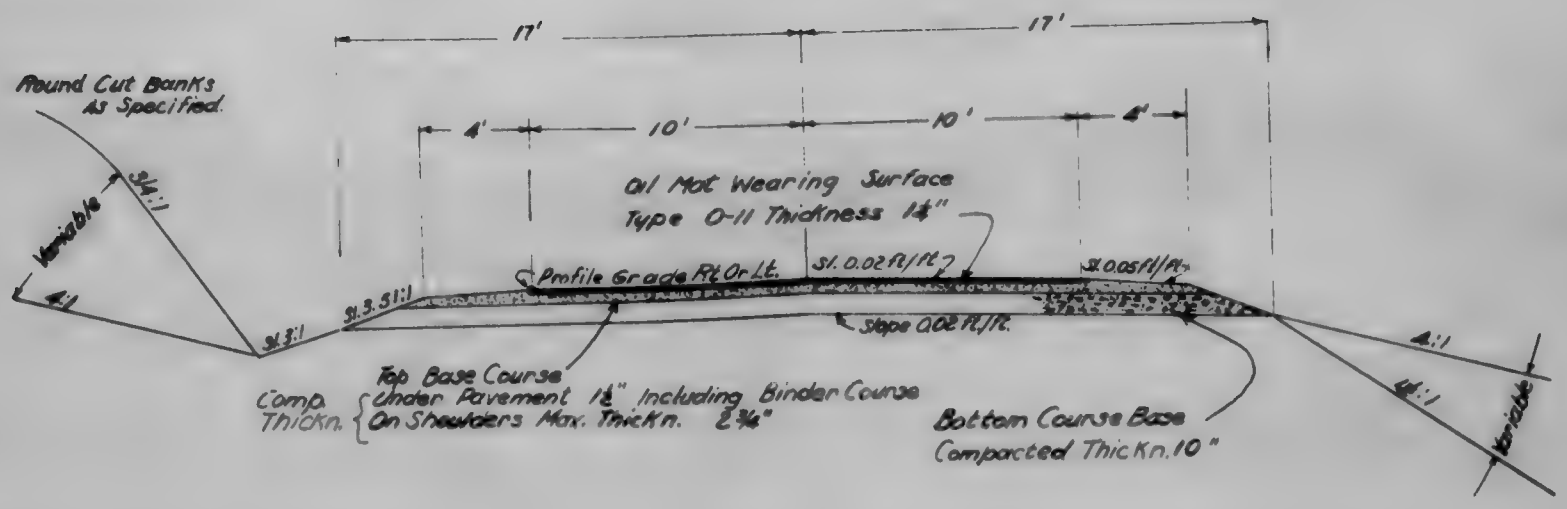
NOV., 1955

CONVENTIONAL SIGNS

- State Line
- County Line
- City or Town Limits
- Township Line
- Section Line
- Donation Land Claim Line
- Fence Line
- Guard Rail
- Unfenced Property or Right of Way Line
- Existing Roads
- Trails
- Base or Survey Line
- Railroads
- Retaining Wall
- Culverts
- Drop Inlet
- Trolley Pole
- Power Pole
- Telephone or Telegraph Poles
- Marsh
- Irrigation Ditches
- Bridges
- Trees

W. UNIT, BLACK BRIDGE-RICHLAND SECTION BAKER-HOMESTEAD HIGHWAY BAKER COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-11(5)		See Index

TYPICAL SECTION



SUMMARY

Length OF F.A. Project 2.540 Miles

ITEM	UNIT	NET QUAN.	ALLOW	TOTAL	REMARKS
Clearing & Grubbing	All	All		All	
Drainage Excavation, Unclassified	Cu. Yd.	567	33	600	
General Excavation, Unclassified	" "	105113	10487	115600	
Short Overhaul	Yd. Sta.	74392	7408	81800	
Long Overhaul	C-Yd. Sta.	450	50	500	
Finishing Roadbed & Slopes	Mile	2.54		2.54	
Rounding Cutbanks	Lin. Ft.	4400	600	5000	
18 Inch Concrete Pipe	" "	123	17	140	
24 Inch Concrete Pipe	" "	54	6	60	
12 Inch Corrugated Metal Pipe	" "	56	4	60	
18 " " " " "	" "	286	24	310	
24 " " " " "	" "	44	6	50	
36 " " " " "	" "	134	16	150	
84 " " " " ", Uncoated	" "	60	6	66	
Salvaging Culvert Pipe	" "	124	16	140	
6 Inch Metal Drain Pipe	" "	18	2	20	
6 Inch Perforated Metal Drain Pipe, Uncoated	" "	80	10	90	
Special Backfill in Drains	Cu. Yd.	18	2	20	
Metal Guard Rail	Lin. Ft.	2650	250	2900	
Metal Sight Posts	One	67	3	70	
Coarse Crushed Material in Base	Cu. Yd.	17178	1722	18900	
3/4"-0 Material in Base	" "	2584	266	2850	
Sprinkling	M-Gal.	500	50	550	
Preparation Of Base	Mile	2.54		2.54	
3/4"-0 Material in Binder Course	Cu. Yd.	295	25	320	
MC-2 Asphalt in Binder Course	Ton	48	2	50	
Furnishing & Placing Aggregates	Cu. Yd	1458	72	1530	
150-200 Asphalt	Ton	102	8	110	
RS-1 Asphalt	Ton	31	3	34	

R. 44 E.W.M.

W. UNIT, BLACK BRIDGE – RICHLAND SECTION BAKER – HOMESTEAD HIGHWAY BAKER COUNTY			SHEET No. 3
NO.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	S-11(5)	

5 3 4
54 35

103.8
1130

RW Line 7

1135

1140

L 1140 + 20.19 P.S.

RIVER

RW Line 1

100'

10'

L 1123 + 14.40 P.S.

250' Spiral
a: 3
s: 9°22'

L 1126 + 21.40 P.S.C.

7°30' C.R.
Δ: 47°30'
T: 462.63'

L 1130 + 04.73 P.C.S.

250' Spiral
a: 3
s: 9°22'

L 1723 + 54.73 P.T.

18" C.M. Pipe 20' (In Place)
1138+79 Ext. Lt. 118' C.M. Pipe 8'
Ext. Lt. & Rt. 18" C.M. Pipe 20'

18" C.M. Pipe 20' (In Place)
1138+79 Ext. Lt. 118' C.M. Pipe 8'
Ext. Lt. & Rt. 18" C.M. Pipe 20'
Or Exc. 15 C.Y.

24" C.M. Pipe 20' (In Place)
1134+77 Ext. Rt. 24" C.M. Pipe 24'

B. M.
2308.34

+37 Lt. & C. Fig. 5 Disk
36' Rt.

24" C.M. Pipe 20' (In Place)
+77 Ext. Rt. 24" C.M. Pipe 24'
Or Exc. 3 C.Y.

Elev. 2304.05

100' V.C.

+50

Finish Gr. 10' Rt. or Lt. ℄

-0.20 %

+0.53 %

2310

2300

Emb. 387

Exc. 3963
Emb. 3387

Exc. 581
Emb. 497

Exc. 710
Emb. 607

River Bank Slope Protection
See Sheet 4

From Sta. 1736 + 55
See Sheet 4

1725 1730 1735 1740

T9S., R44E.

RW L

1725

POWDER

L 1723+59.36 P.T.

300' spiral
S.=4.90°

L 1720+59.36 P.C.S.

1720

3° Cl.
R.=1910'
L=573.43'

L 1719+14.92 P.S.C.

300' spiral
S.=4.90°

L-1716+14.92 P.S.

Sec. 15
Sec. 14

To Baxter 3¼ Miles

N

L 1723+40 P.S.

18"Conc. Pipe 24' (In Pl.)
Extend Lt. 18"Conc. Pipe 6'
Extend Rt. 18"Conc. Pipe 12'
Ex. Rt. 18"Conc. Pipe 12'

1724+90

18"Conc. Pipe 24' (In Place)
+90 Extend Lt. 18"Conc. Pipe 6'
Extend Rt. 18"Conc. Pipe 12'
Ex. Rt. 18"Conc. Pipe 12'

Finish

3.0'

Slope Grade

Exc. 1760
Emb. 1461

Spdw 1600 Yd. Sta.

Exc. 453

BEGINNING OF PROJECT
STA. 1718+75
S-11 (5)

1725

1720

2310

2300

W. UNIT, BLACK BRIDGE-RICHLAND SECTION
BAKER-HOMESTEAD HIGHWAY
BAKER COUNTY

SHEET NO. 4

PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
OREGON S-11 (5)		

RIVER

Channel Change

Inst. G. Rail 400'

Inst. G. Rail 500'

S. 52°11'50" E.

1760

1740

100'

110'

10'

10'

Inst. G. Rail

Q L

Q R

10°C'
1765
130'

7°30' C.R.
Δ. 57°19'10"
T = 544.30'

L 1759+88.20 P.C.S.

250' Spiral
a: 3
S: 9°22'

L 1762+38.20 P.T.

L 1754+73.94 P.S.

18" C.M. Pipe 30' (In Pl.)
106 Ext. Pl. 18" C.M. Pipe 30'

L 1762+86.07 PS

200' Spiral
a: 6
S: 12°00'

L 1764+86.01 PSC

12° C.L.
Δ 62°42'35"
T 392.90'

L 1768+08.65 P.C.S.

200' Spiral
a: 6
S: 12°00'

L 1770+09.55 P.T.

1763+00 Inst. 18" C.M. Pipe 100'

106 18" C.M.P. 30' (In Place)
Ext. Pl. 18" C.M.P. 30'
Dr. Exc. 2 C.Y.

100 Inst. 18" C.M.P. 100'
Dr. Exc. 6 C.Y.

14 13
25 24

B. M.
2357.31

4 Pin
30' Rt.

Typ. Sec. Chan. Chge

3:1 10' 3:1 4' 4'

Channel Change
Exc. In Rdwy Distr.

Inst. G. Rail 400'

Inst. G. Rail 500'

Inst. G. Rail
See Sheet 5

Exc. 5269 To Sta. 1773
Emb 3332
Rock Slope Protection

Exc. 2663 River Bank Slope Protection
Emb 2532

Exc. 14583
Emb. 17402

Exc. 4173

SOH. 7200 Yd. Sta.

Emb 5171

Elev. 2291.83

Elev. 2313.88

+2.94%

400' V.C.

800' V.C.

Exc. 4995 See Sheet 5
Emb 4212

Exc. 8792
To 1785+60 See Sheet 5

Exc. 2277

Exc. 1377 To Sta. 1777+40
For Haul See Sheet 5
For Emb See Sheet 5

+80

Powder River

LOH 230 C.Yd. Sta.

60
50
40
30
20
10
2300
20

1735 1760 1765 1770

T.9S., R.44E.W.M. SEC. 14

N

400' Spiral
a = 1.75
S = 14°00'

℄ 1740+20.19 P.S.

℄ 1744+20.19 P.S.C.

7° C.L.
Δ 39°34'10"
R = 496.96'

℄ 1745+85.47 P.C.S.

400' Spiral
a = 1.75
S = 14°00'

℄ 1749+85.47 P.T.

1740

100'

100'

1745

1750

1755

R/W Line

R/W Line

N 70°29'00" E

RIVE

POWDER

250' Spiral
a = 3
S = 9°22½'

℄ 1752+23.94 P.S.

36" C.M. Pipe 30' (in Pl.)
Ext. Lt. 36" C.M. Pipe 8'
Ext. Rt. 36" C.M. Pipe 16'
1753 +22

℄ 1754+73.94 P.S.C.

18" C.M. Pipe 30' (in Pl.)
106 Ext. Rt. 18" C.M. Pipe 30'

36" C.M. Pipe 30' (in Place)
422 Ext. Lt. 36" C.M. Pipe 8'
Ext. Rt. 36" C.M. Pipe 16'
Dr. Exc. 4 C.Y.

105 18" C.M.P. 30' (in Place)

Elev. 2306.00

2310

2300

400' V.C.

Finish 10' Alt. or Lt

-0.789%

13"

Sub Grade

River Bank Slope Protection
Exc. 1307
Emb. 1242

River Bank Slope Protection
Exc. 153
Emb. 146

SOH 13662 Yd Sta.

LOH 230

To Sta. 1737+90 See Sheet 3

Emb. 2822

1740

1745

1750

1755

T 9 S., R. 44 E.W.M. SEC. 13

W. UNIT, BLACK BRIDGE - RICHLAND SECTION
BAKER - HOMESTEAD HIGHWAY
BAKER COUNTY

SHEET NO. 5

STATE | PROJECT NUMBER | FISCAL YEAR
OREGON | S-11(5)

TOTAL SHEETS

Inst. G Rail Lt. 300'
L 1787+16.62 P.S.
200' Spiral a: 4 s: 8°00'
L 1789+16.62 P.S.C.
8° C.L. Δ: 46°25'50" D 100.07'
L 1792+96.90 P.C.S.
200' Spiral a: 4 s: 8°00'
L 1794+96.90 P.T.
179+100 Const. Rd. Appr. Rt. & Lt.
1785
1790
1795
1800
Stock Berm
Channel Change
N. 69° 18' 50" E.
Exist. Irr. Ditch
Const. Irr. Ditch
Salvage 18" C.M.P. Reinstall in Rd. Appr. Sta. 179+100 On Lt. 18" Conc. Pipe 48' (New)
Const. Irr. Ditch 1' Bottom 1:1 St. Dr. Exc. 46 C.Y.
B. M. 2278.61
2"x2" Wood Hub 60' Lt.
Salvaged From Sta 179+18
Const. Rd. Appr. Rt. & Lt. Earthwork Given In Roxy Diser Dr. Exc. 3 C.Y.
Ch. Ch.
See Sheet 6
Stock Berm
Distr.
Rail Lt. 300'
Rt. 600'
Dr. Exc. 20 C.Y.
Dr. Exc. 85 C.Y.
5056 %
13"
Sub Grade
Finish Grade 10' Rt. or Lt.
River
Exc. 5583
Emb 5583
Exc. 3192
Emb. 2660
Exc. 564 Exc 994
Emb. 470 Emb 904
Sheet 6
From Sta. 1815+90
Emb. 713
Exc. 1459
SOH 1330 Yd. Sta.
Emb 1216
60
2270
60

T9

35 39

II

L 1770+08.65 P.T.

1770

1771+65 Const. Rd Appr. Rt. ℄ Lt.

1763.0

1760

1765

1773+90 Const. Rd Appr. Lt.

1775

RIVER

Bridge

Stock Berm

Channel

N 65°05'35" E

POWDER

L 1778+56.77 P.S.

6° C.R.
Δ = 50°38'35"
T = 372.97'

240 Spiral
S.Q. 2.5
S. 7°12'

Inst. G. Rail Rt. 600'

L 1784+60.82 P.C.S.

240 Spiral
S.Q. 2.5
S. 7°12'

L 1787+00.82 P.T.

1772+60 Stock Pass
Inst. 84" C.M. Pipe
Sloped Ends
3:1 Lt., 1:1 Rt.
Bottom Length 75'
Pay Length 60.25'

1776+16.77 P.S.

Salv. 18" Conc. Pipe 24'
& Re-install.
Install 18"
Conc. Pipe 42' (New)
Total Length 66'

1777+39

Salv. 18" Conc. Pipe 24' & Re-install.
Install 18" Conc. Pipe 42" (New)
Total Length 66' Dr. Exc. 116 C.Y.

Elev. 2280.80

Const. Rd Appr. Rt. & Lt.
Earthwork Quan. In Rdwy. Distr.

Typical Section Ch. Ch. & Stock Berm

Ch. Change & Stock Berm
Earth Work Quan. In Rdwy. Distr.

Inst. Guard Rail Lt. 30

Inst. Guard Rail Rt. 60

From 1768
Rock Slope Protection

Inst. G. Rail 350'
From Sta. 1768+30

Const. Rd Appr. Lt.
Earthwork Quan. In Rdwy. Distr.

2310

2300

90

-3.45 %

600' V.C.

-0.5086 %

Sub Grade

Exc. 226

Sheet 4 For Emb

Sheet 4 For Exc.
From Sta. 1766+75

SOH 16752 Yd. Sta.

LOH 180 C-Yd Sta.

Exc. 634

Emb 2845

Sheet 4 For Exc.
From Sta. 1767+20

SOH 16700 Yd. Sta.

Emb 8377

SOH 450 Yd Sta.

Emb 786

Exc. 3220

Emb. 3040

Exc. 63

Emb 66

Exc. 408

Emb 425

Stock

1770

1775

1780

1785

SEC. 13

W. UNIT, BLACK BRIDGE - RICHLAND SECTION BAKER-HOMESTEAD HIGHWAY BAKER COUNTY				SHEET No 6
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-11(5)		See Index

10° C.L.
Δ 50° 56' 40"
T. 47.14'
L 92.82'

L 1816+22.58 P.S.C.

M.P. 35.67

L 1818+32.02 P.C.S.

400' Spiral
Sp. 2.5
T. 20.00'

L 1822+32.02 P.T.

L 1824+03.40 P.S.

400' Spiral
Sp. 3
T. 24.00'

1824+50 Const. Rd Appr. Lt.

L 1828+34.80 P.S.C.

T. 9 S., R. 44 E.W.M.
T. 9 S., R. 45 E.W.M.

60' R/W Line

Const. Lft. Ditch
Exist. Irr. Ditch

Const. Irr. Ditch

N

STOCK PILE SITE

1825

1820

Exist. Baker - Homestead Hwy.

R/W Line

Exist. Irr. Ditch

GRAVEL PIT

M.P. 35.71

Fl. 23/1963

1824+50 Const. Rd Appr. Rt.

Const. Rd. Appr. Rt. & Lt.
Quan. Shown in Roadway Distr.

Salvage 24" C.M.P. 60'
Inst. 24" Conc. Pipe 54'
Ex. 34 C.Y.

Const. Irr. Ditch 2' Bottom 1½:1 Slopes
Dr. Exc. 165 C.Y.
Const Irr Ditch 1' Bottom
Dr. Exc. 63 C.Y.

1000' V.C.

3.356 %

Typical Section
Irr. Ditch On Lt.

Exc. 3365
Emb. 2805

See Sheet 7

SOM 1680 Yd. Sta. From Sta. 1833+25

Emb 1128

Exc. 2371
Emb 1976

Exc. 2675

SOM 4820 Yd. Sta.

Emb 2229

1820

1825

1830

T.9 S., R. 44 E.W.M. SEC. 13

RIVER

POWDER

R/W Line 7

CHANNEL CHANGE

R/W Line 3

N. 69° 18' 50" E.

Inst. Guard Rail 300'

Inst. G. Rail 200'

15" Wood Siphon (Exist.)

L 1810+28.61 P.C.S.

9° C.R.
Δ 46° 43' 45"
T 556.91

300' Spiral
a: 3
s: 13°30'

L 1803+72.58 P.S.C.

L 1816+72.58 P.S.C.

L 1813+28.61 P.T.

STOCK PI
SITE

Typical Section 4" Chan. Chg.

Rock Slope Protection

B. M.
2260.10

Channel Change & Rock Slope Bank Protection
Earth Work Quantities in Roadway Distribution

Finish Gr. 10' R.C. or Lt 7

-0.5065%

+4.56%

Sub Grade

Exc. 4968
Emb. 1243
Exc. 771
Emb. 701
Exc. 5784
Emb. 5238
Emb. 6090
Exc. 6698
Exc. 127
Exc. 706
Exc. 2250
Exc. 2675
Emb. 115
Emb. 2045

SON 762 Yd. Sta.
LON 0.9 C.Yd. Sta.
SON 4716 Yd. Sta.
LON 38.6
SON 5100 Yd. Sta.

To Sta. 1776+70
Sheet 3 for Emb.

2280
2270
1800
1805
1810
1815

W. UNIT, BLACK BRIDGE - RICHLAND SECTION BAKER-HOMESTEAD HIGHWAY BAKER COUNTY				SHEET NO 7
	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
	OREGON	S-11 (5)		

SEC. 18

1847+50 Install 16" Perf. Metal Dr. Pipe 60'

Spring

1848+75 NS Const. Rd Appr. Lt.

1848+50 Const. Rd Appr. Rt.

N. 64°10' E.

1850

50'

30'

10'

To Richland

RIVER

EQUATION = ℄ 1848+25.17 P.T.
℄ 1846+90.15 P.O.T. Ah.

℄ 1849+46.48 P.S.

18" Conc. Pipe 27' (In Place)
Ext. Lt. 18" Conc. Pipe 12'
Ext. Rt. 18" Conc. Pipe 3'

1847+15

24" C.M.P. 30' (In Place)
Ext. Lt. 24" C.M.P. 10'
Ext. Rt. 24" C.M.P. 10'

1847+03

nal Fill Material

12" Conc. Pipe 27' (In Place)
+15 Ext. Lt. 18" Conc. Pipe 12'
Ext. Rt. 18" Conc. Pipe 3'
Dr. Exc. 18 C.Y.

1847+50 In 32.6" Perf. Metal Dr. Pipe 60'
Dr. Exc. 20 C.Y.
Special Backfill 18 C.Y.

Const. Rd Appr. Lt.
+45 Earthwork Quan. In Roadway Distr.
24" C.M.P. 38' (In Place)
+83 Ext. Lt. 24" C.M.P. 10'
Ext. Rt. Ent. Hdwl.
Dr. Exc. 1 C.Y.
+130 Const. Rd Appr. Rt.
Earthwork Quan. In Roadway Distr.

EAST END OF PROJECT S-11 (5)
STA. 1851 + 53.1

+0.492 %

3502

20 Yd Sta.

Exc. 339
Emb. 453

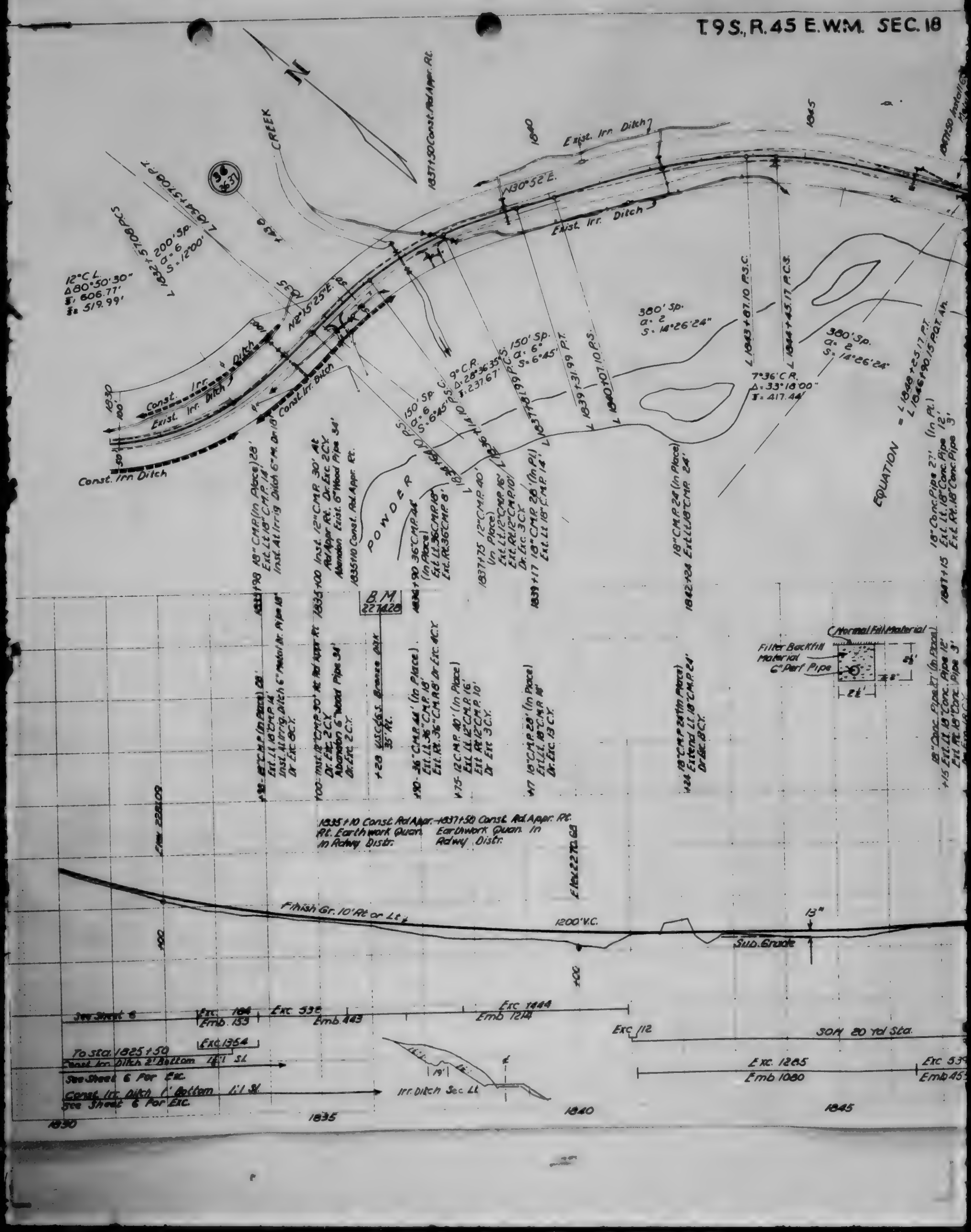
EQUATION
1848+25.17 P.T.
1846+90.15 P.O.T. Ah.

Exc. 747
Emb. 628

Emb 5%

1848 1847 1850

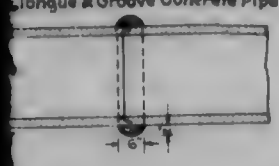
T. 9 S., R. 45 E. W.M. SEC. 18

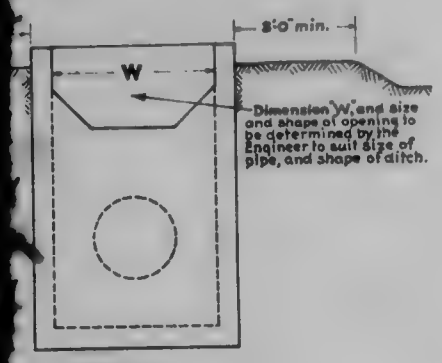


DATE	REVISIONS and/or ADDITIONS	
Sept. 1949		Sight Posts
Sept. 1953		Metal Sight Posts
Mar. 1954	Metal Sight Posts	
April 1954		Elliptical Inlet
Oct. 1954 Aug. 1955	Metal Sight Posts	Metal Guard Rail

...ated metal pipe is used, the seams and ...ints shall be close riveted and soldered; ...n shall be made watertight by placing ...ated burlap under the coupling bands. ...te pipe is used, joints shall be made ...r by mortar collars constructed as ...n detail below.

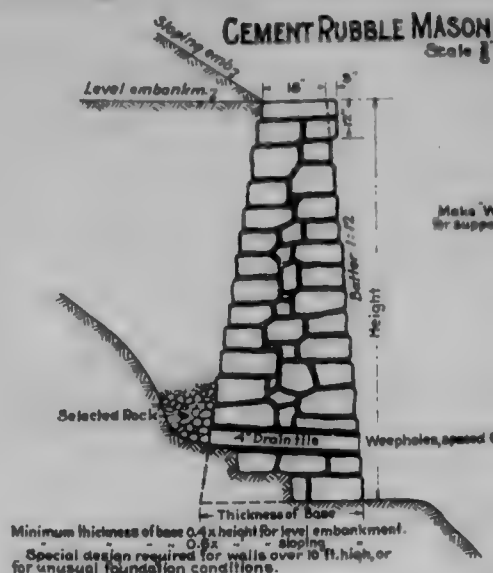
...of CEMENT MORTAR COLLAR
...Tongue & Groove Concrete Pipe



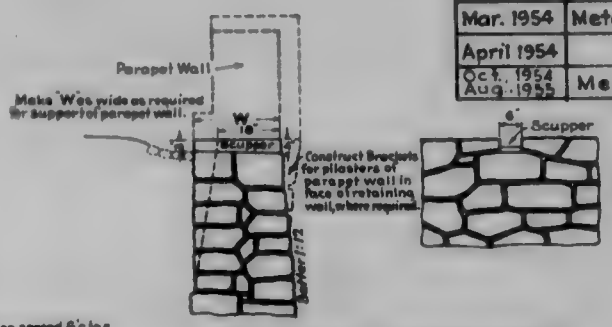


END VIEW

CEMENT RUBBLE MASONRY RETAINING WALL
Scale 1" = 1ft.



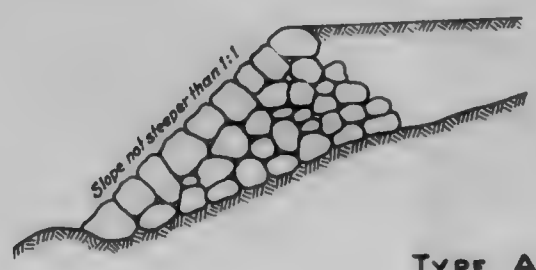
Minimum thickness of base 0.4 x height for level embankment.
" " " " 0.6 x " " sloping "
Special design required for walls over 10 ft. high, or for unusual foundation conditions.


Parapet Wall
Make "W" as wide as required for support of parapet wall.
W
Scupper
Construct Brackets for pilasters of parapet wall in face of retaining wall, where required.
Batter 1:12

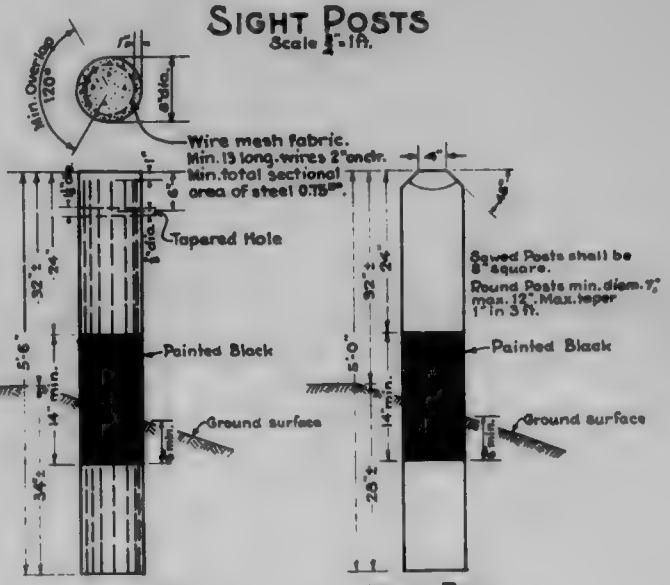
Where parapet wall is to be constructed on top of retaining wall, Scuppers as shown shall be built into retaining wall, spaced about 20' c. to c. Coping to be omitted.

DETAIL of TOP of RETAINING WALL
On which Parapet Wall is to be constructed

HAND PLACED ROCK SLOPE
No Scale



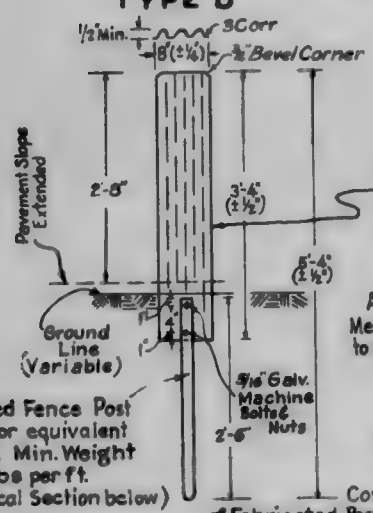
SIGHT POSTS
Scale 1" = 1ft.


Min. Overlap 120°
Wire mesh fabric.
Min. 13 long. wires 2" on dr.
Min. total sectional area of steel 0.75 sq. in.
Tapered Hole
Painted Black
Ground surface
Squared Posts shall be 8" square.
Round Posts min. diam. 7", max. 12". Max. taper 1" in 3 ft.

CONCRETE POST
Adopted Sept. 1949.

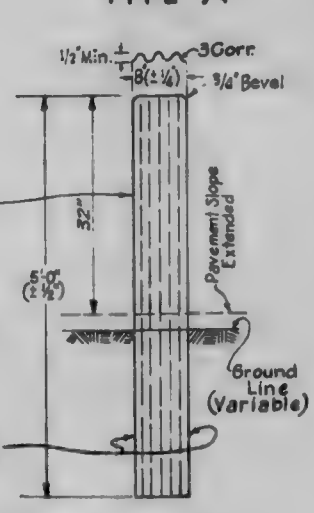
WOOD POST

TYPE B



"U" Shaped Fence Post
Material or equivalent
Painted. Min. Weight
1.33 lbs per ft.
(See Typical Section below)

TYPE A



Standard 166a Galv. Corr. Metal (To conform to AASHO. Designation: M-36)

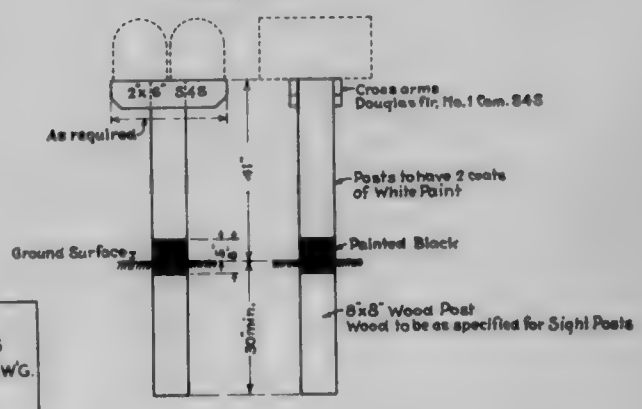
All Corrugated Metal Members in any shipment to be identical in width

Side cuts to beat crests or low points of corrugations

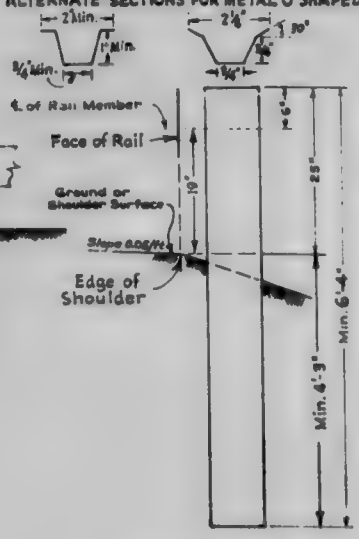
Corr. Metal portion of Fabricated Post when resting on plane surface not to vary therefrom more than 1/2" at any point.

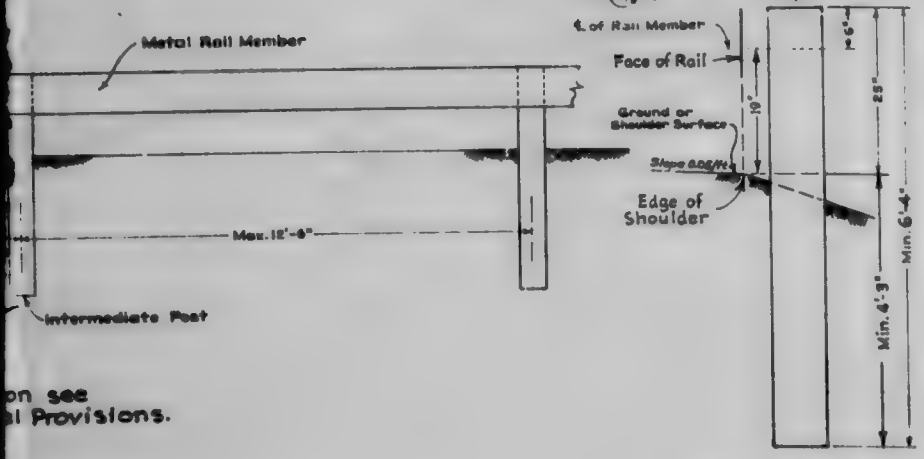
METAL SIGHT POSTS
Scale: 3/4" = 1 ft.

MAIL BOX POST
Scale 1" = 1 ft.


2"x8" S4S
As required
Cross arms Douglas fir, No. 1 Com. S4S
Posts to have 2 coats of White Paint
Painted Black
8"x8" Wood Post
Wood to be as specified for Sight Posts
30" min.

ALTERNATE SECTIONS FOR METAL "U" SHAPED POST





POST INSTALLATION

NOTE
THE SCALE OF THIS PRINT IS 1/2 THAT OF THE ORIGINAL DRW'G.
FOR EXAMPLE:
INDICATED SCALE 3/4" = 1'-0"
SHOULD BE READ 3/8" = 1'-0".
INDICATED SCALE 1 1/2" = 10'-0"
SHOULD BE READ 1" = 20'-0"

OREGON STATE HIGHWAY DEPARTMENT

Details of

MISCELLANEOUS STRUCTURES
FOR INTERURBAN PROJECTS

Scales: As Shown Aug., 1940

DRG. No. 2051

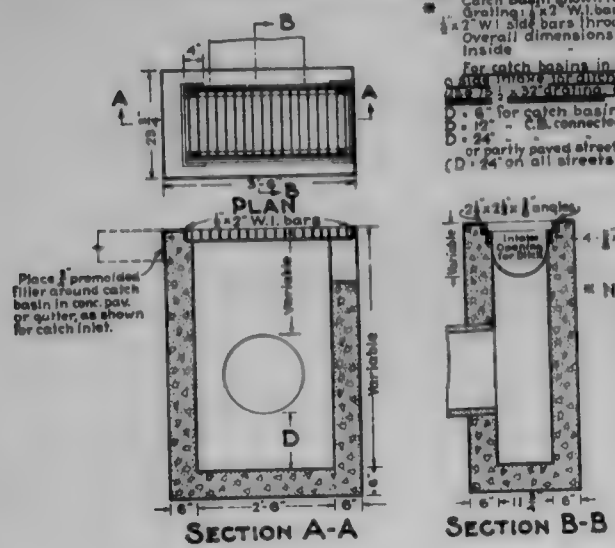
...L PIPE
...GUARD RAIL
...No Scale

...tion.
...to
...

...on see
...l Provisions.

CONCRETE CATCH BASIN

Scale ½" = 1ft.

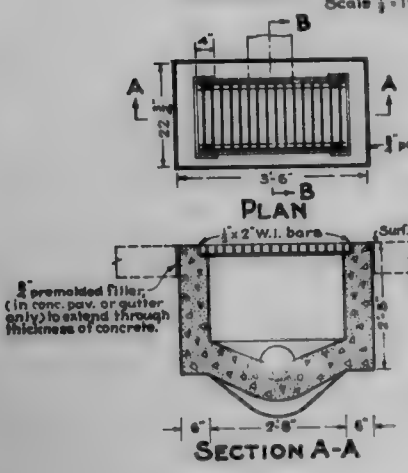


NOTE:
Catch Basin shown is for location in ditch.
Grating: ½"x2" W.I. bars, 2" c. to c., riveted to ½"x2" W.I. side bars through ½"x½" holes.
Overall dimensions of Grating 15½" x 36"
Inside " " Frame 16" x 36½"
For catch basins in streets, or not requiring a bicycle inlet, the opening shall be 4" x 30" clear, as shown for catch inlet.
D = 6" for catch basin connected to culvert
D = 12" " connected to sewer, on paved street.
D = 24" " " " unpaved " ,
or partly paved street, or other unpaved area.
(D = 24" on all streets in City of Portland)

* NOTE:
⅜" fillet welds, on each side of each cross bar, may be substituted for riveting to side bars.

CONCRETE CATCH INLET

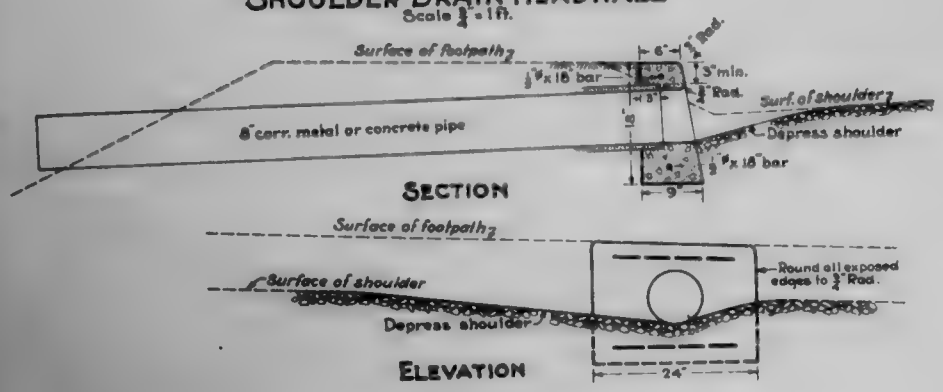
Scale ½" = 1ft.



NOTE:
Grating: ½"x2" W.I. bars, 2" c. to c., riveted to ½"x2" W.I. side bars through ½"x½" holes.
Overall dimensions of Grating 15½" x 32"
Inside " " Frame 16" x 32½"

SHOULDER DRAIN HEADWALL

Scale ¾" = 1ft.



DESIGN for CORRUGATED METAL PIPE STRUTTING

For Pipes 42" or over in Diam.

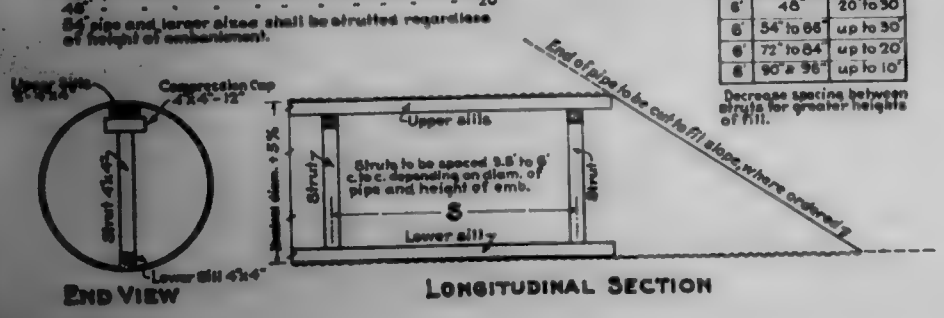
No Scale

NOTE:
42" pipe shall be struted if emb. over pipe is more than 30'
48" " " " " " " 20'
54" pipe and larger sizes shall be struted regardless of height of embankment.

STRUT SPACING

S	Dia. of Pipe	Ht. of Fill
6'	48"	20' to 30'
6'	54" to 66"	up to 30'
6'	72" to 84"	up to 20'
6'	90" & 96"	up to 10'

Decrease spacing between struts for greater heights of fill.

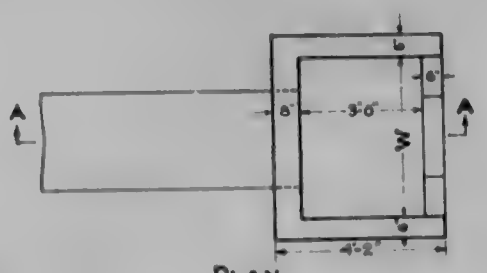

Upper Sills 4"x4"
Compression Cap 4"x4"-12"
Strut 4"x4"
Lower Sill 4"x4"
END VIEW
End of pipe to be cut to fill slope, where ordered
Upper sills
Strut
Struts to be spaced 2.5' to 5' c. to c. depending on diam. of pipe and height of emb.
S
Lower sills
Strut
LONGITUDINAL SECTION

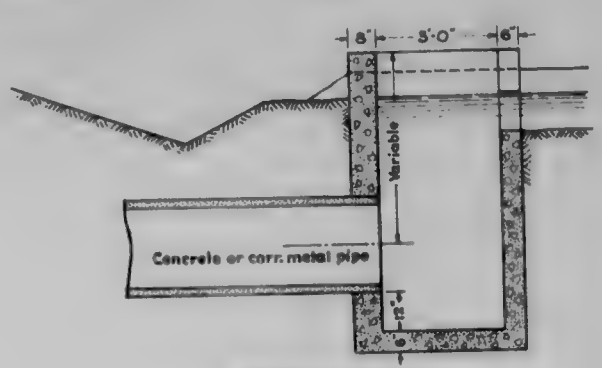
NOTE
All Concrete to be "Class A"

SIPHON

Scale ½" = 1ft.

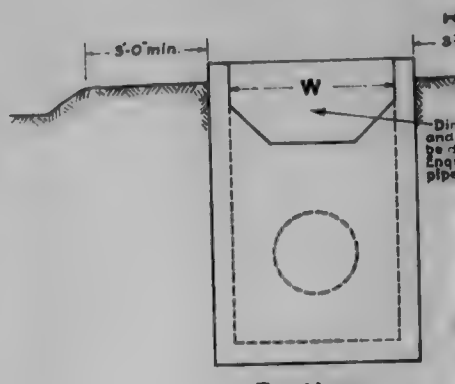
NOTE:
If corrugated metal pipe is used, the seams and factory joints shall be close riveted, and soldered. Field joints shall be made watertight by plastic asphalt treated burlap under the coupling band.
If concrete pipe is used, joints shall be made watertight by mortar collars constructed as shown on detail below.

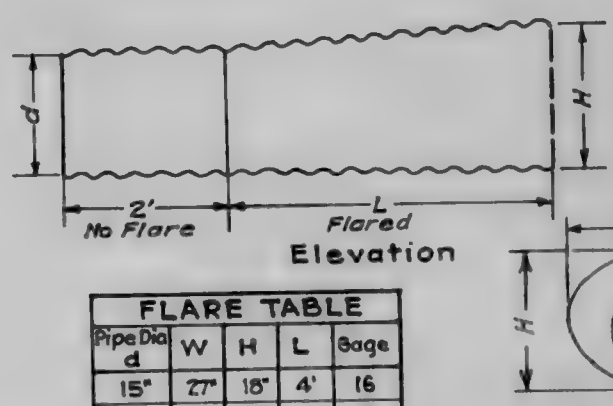




DETAIL of CEMENT MORTAR COLLAR

For Tongue & Groove Concrete Pipe





FLARE TABLE				
Pipe Dia d	W	H	L	Gage
15"	27"	18"	4'	16
18"	31"	21"	4'	16
24"	43"	27"	4'	16
30"	50"	32"	4'	16
36"	55"	40"	4'	14
42"	62"	47"	6'	14
48"	71"	54	6'	14
54"	76"	61"	6'	14
60"	85"	68"	6'	12
72"	100"	80"	6'	12

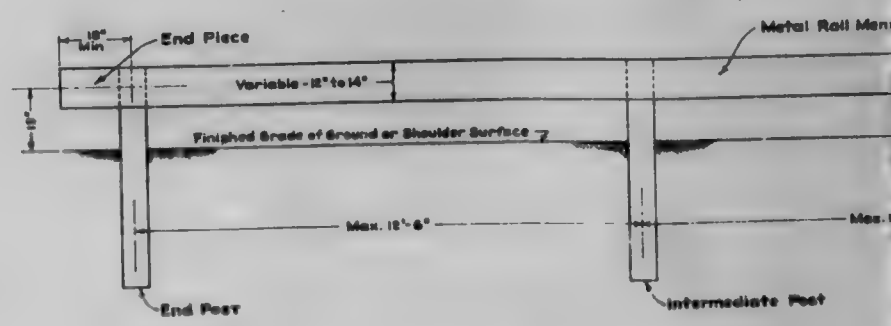
NOTES
Use standard band for connection.
Dimensions W and L subject to manufacturing tolerances.

"U" Shaped Fen
Material or eq
Painted. Min.
1.33 lbs per
(See Typical Sec

DETAIL of ELLIPTICAL INLET for CORR. METAL PIPE

METAL GUARD RAIL

No Scale



NOTE:
For details of Materials and Erection see Standard Specifications and Special Provisions.

RECEIVED
OCT 26 1955
FOR FILING

S-1151
4561

NOTED
W. C. WILLIAMS

08-35

October 25, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your request for individual project program change in Item 357, Project S-11(5), Black Bridge-Richland Section, Supplement 35, Federal-aid Secondary Highway Program, was approved October 19, 1955.

Character of proposed work will now show intermediate type surfacing under the approved change.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
OCT 25 1955
STATE HIGHWAY COMMISSION

Copies to
Mr. Prahert

RECEIVED
OCT 21 1955
FOR FILING

S-11 (2)
4561

October 19, 1955

Oregon State Highway Commission

Gentlemen:

As you know, some time ago we completed a relocation of the Black Bridge-Highland Section of the Baker-Unnamed Highway but have deferred referring the matter to you for approval pending Mr. Chandler's return.

I attach hereto a sketch map indicating relocation of the entire section from Black Bridge on the west to Highland on the east, and I recommend your approval thereof.

We are calling bids at the November 3 and 4 meeting for a 2.5½-mile section on the west end, for which we have a federal-aid secondary allotment of $130,000.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. H. G. Smith

WCMimo :lg

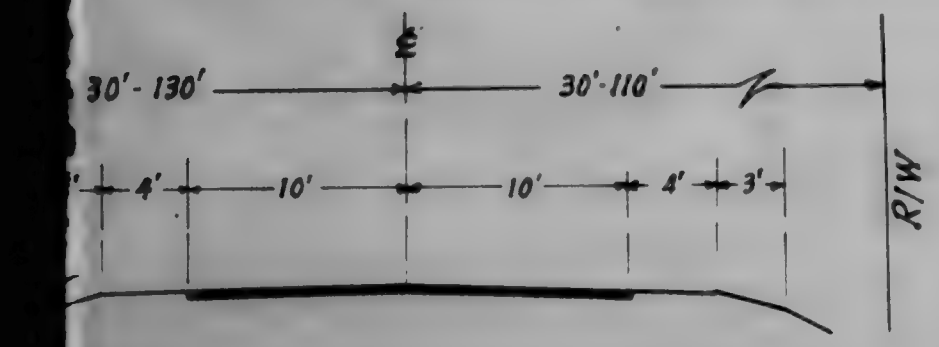
IR-5-779

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 10-17-55

TYPICAL SECTION



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

BLACK BRIDGE - RICHLAND SECTION

BAKER-HOMESTEAD HIGHWAY

BAKER COUNTY

Scale: 1" = 1 Mile Aug., 1955

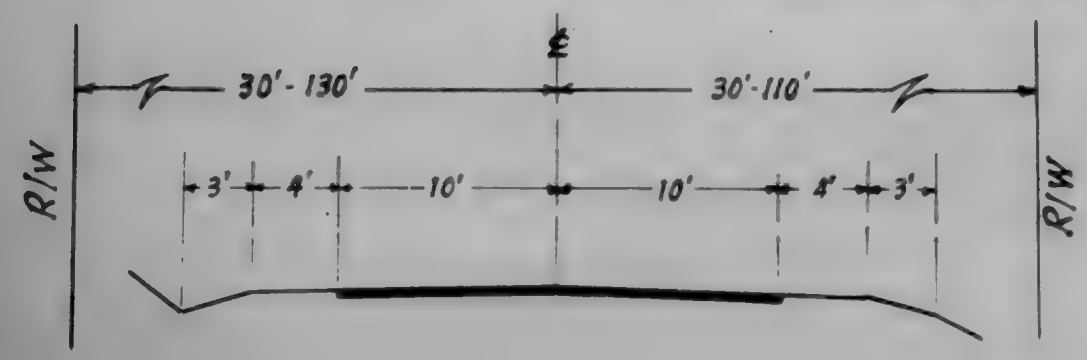
DRG. NO. 1R-5-779

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 10-17-55

TYPICAL SECTION



OREGON STATE HIGHWAY DEPARTMEN

Survey Approval Map

BLACK BRIDGE-RICHLAND SE

BAKER-HOMESTEAD HIGHWAY

BAKER COUNTY

Scale: 1" = 1 Mile Aug., 195

DRG. NO. 1R-5-779

FORM E20—50M—2-55—62986

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1955

SUBJECT:

W. C. WILLIAMS

To: Mr. W. C. Williams
Deputy State Highway Engineer

O F F I C E

Dear Sir:

Herewith seven copies of a sketch map for use in securing Commission approval of the survey of the Black Bridge-Richland Section of the Baker-Homestead Highway.

This is a 1957 Federal Aid Secondary Project scheduled in November and for which there has been allotted $150,000.

Mr. Cooper has reviewed and approved this map.

Yours very truly,

H. G. Smith
Construction Engineer

By: Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:dt

Enclosure

NOTED
FORREST COOPER

RECEIVED
MAY 16 1955
FOR FILING

S-11 (E)
4561

May 16, 1955

Mr. Omer George, President
Baker County Commercial Club
Baker, Oregon

Dear Sir:

Replying to your letter of May 7, you are advised that the Highway Commission has allocated $150,000 of future federal-aid funds for the construction of the West Unit of the Black Bridge-Richland Section of ORE86. It is contemplated that this amount of money will construct approximately one-half of the 6.8-mile section. When the contract will be awarded will depend upon when the necessary federal-aid funds are released by the Bureau of Public Roads. It is anticipated that this will be sometime between July 1 of this year and the first of next year. It may be possible to call for bids sometime in the fall, all depending, of course, on the time of release of the funds.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCWims

cc Mr. W. C. Williams

BAKER COUNTY COMMERCIAL CLUB

PROGRESSIVE PEOPLE IN A PRODUCTIVE COUNTY

BAKER, OREGON

May 7, 1955

R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

It has been reported to us that the survey of 6.8 miles of Richland Highway #86 has been completed.

Will you please advise us as to when the contracts will be let. Thanking you in advance for this information we are,

Sincerely yours,

BAKER COUNTY COMMERCIAL CLUB

Omer George

Omer George, President

OG:vh

RECEIVED
MAY
STATE OF
CHIEF HIGHWAY ENGINEER

IT'S OPPORTUNITY TIME IN THE LAND OF RESOURCES

RECEIVED
FEB 9 1955
FOR FILING

S-11 (5)
4561

1/18/55
4-0

Cross Referenced To:

February 1, 1955

Baker County Commercial Club
Baker, Oregon

Attention: Mr. Byron C. Brinton
Vice President

Gentlemen:

Further reference is made to your letter of December 1, 1954 concerning improvement to Highway 86 in order to complete modernization of this road to Richland; also in which you point out the need for reconstruction of the Anthony Lake Highway No. 411.

The Highway Commission discussed your letter at its last meeting, at which time it was the expressed feeling of the Commission that Highway 86 is the more important of the two and should receive priority consideration in programming funds as they become available.

At the same meeting the Commission considered and adopted a construction program for 1957 Federal-aid Secondary Highway monies. You will be pleased to know that an amount of $150,000 was committed to grade, surface, and pave the West Unit of the Black Bridge-Richland Section of the Baker-Homestead Highway. This road, as you no doubt know, is one of the Federal-aid Secondary Highways, so Federal funds will be used to finance the work. It is anticipated that the Federal funds will be available on July 1st, and if so, it is quite likely the contracting of the project will be accomplished shortly thereafter.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

file under January

12/7154
NHA-17-2

AGENDA
JAN 18 1955
4-0
40

December 21, 1954

Baker County Commercial Club
Baker, Oregon

Attention: Mr. Byron C. Brinton, Vice President

Dear Mr. Brinton:

Further reference is made to your letter of December 1, 1954, concerning improvement of Highway 86 and the Anthony Lake Highway.

I told you in my acknowledgment of December 6 that it was too late to place this matter on the agenda for action by the Highway Commission at its meeting on December 7, but that I would bring your letter to the attention of the Commissioners for their information.

I did show the letter to the Commission at said meeting and was instructed to inform you that it will be given consideration at its next regular meeting which is scheduled for January 18 and 19, 1955. I shall be pleased to place it on the agenda for that meeting.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

Acknowledged

5+C

NOA-172

December 6, 1954

Baker County Commercial Club
Baker, Oregon

ATTENTION: Mr. Byron C. Brinton, Vice President

Dear Mr. Brinton:

Your letter of December 1, 1954 concerning improvement of Highway 86 and the Anthony Lake Highway was received in this office on Friday, December 3rd, too late to be placed on the Agenda for action by the Highway Commission at its meeting tomorrow.

Nonetheless, I shall bring the letter to the attention of the members of the Commission at such meeting for their information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:cjl

cc Ben R. Chandler
Chas. H. Reynolds
M. K. McIver

R. H. Baldock

BAKER COUNTY COMMERCIAL CLUB

PROGRESSIVE PEOPLE IN A PRODUCTIVE COUNTY

BAKER, OREGON

December 1, 1954

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

At the September 24 meeting of your group the Baker County Court and the writer, together with Sen. Roger Loennig of Haines, appeared as spokesmen for a delegation asking consideration of highway needs in this area.

Particularly presented was a reiteration of a request for the continuation of work on Highway 86 to complete this modernization to Richland, and also a request for attention to the other long-pending local highway problem, that of the need for reconstruction of Anthony Lake highway No. 411 out of Haines.

I have just talked to both Judge Rea and Sen. Loennig, as well as to Rep. Bob Steward of Keating, and they, like the Commercial Club, have heard nothing further relative to programs on either of these routes. While it is not our intention to be present at your December meeting, the Commercial Club does feel that the plea, supported by so many residents, organizations and interests, for this highway work should continue to have your attention from meeting to meeting until an early project for them can be worked out.

Your courtesy in September was very much appreciated by the folks who went down with us and they all feel confident you are working on a solution to their requests. If we can go over any local roads with you at any time personally or be of any assistance, we hope you will let us know.

Perhaps, with much of the Highway 86 job possible in winter months and rock for base a problem on the Haines job, your staff would recommend phases of either or both of these needed improvements be undertaken prior to the opening of work generally in the spring?

Assuring you of our continued interest in highway matters both here and throughout the state as a whole, we are

Very sincerely yours,

BAKER COUNTY COMMERCIAL CLUB

By Byron C. Brinton, Vice President

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
DEC 3 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 18 1954
FOR FILING

Cont
R/W
Baker-Homestead Hwy

Cross Referenced To:
Cont
R/W
Baker Cutbank Inc

August 19, 1954

Hon. Lloyd Rea, County Judge
Baker County
Courthouse
Baker, Oregon

Dear Judge Rea:

I have just received your letter of August 18, requesting an appointment with the State Highway Commission at its meeting on September 24 to discuss the possibilities of contracting another unit of the Baker-Homestead Highway.

The members of the Commission will be pleased to grant you a hearing on this subject. As stated, the next regular meeting of the Commission is scheduled to be held in Portland on September 23 and 24, 1954. Delegations will be heard on the second day, Friday the 24th. I am reserving fifteen minutes of time on that day for the convenience of the County Court, starting at 11:00 a.m. which, I trust, is satisfactory.

This meeting of the Commission will be held as usual in the Green Room on the first floor of the Imperial Hotel.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: Commissioners
R. H. Baldock

FORREST L. HUBBARD, Circuit Judge
GEORGE P. NEWTON, District Attorney
LLOYD REA, County Judge
R. M. PHIPPS, Huntington, Ore.
GILL C. WRIGHT, New Bridge, Ore.
Commissioners
GRANT A. YOUNG, County Clerk
FRED C. THOM, Sheriff
UNNAR STEVENS, Assessor Protem
MABEL C. RAGSDALE, Treasurer
MYRTLE E. LEE, School Superintendent
THAD P. BEATTY, Coroner
WALLACE MAXWELL, Water Master

CIRCUIT COURT CONVENES FIRST MONDAY IN FEBRUARY, SECOND MONDAY IN JUNE, FIRST MONDAY IN NOVEMBER
COUNTY COURT CONVENES FIRST WEDNESDAY IN EACH MONTH
PROBATE COURT CONVENES FIRST MONDAY IN EACH MONTH

Baker County, Oregon

Baker, Oregon

August 18, 1954

AGENDA
SEP 24 1954
D

Mr. H. B. Glaisyer
Secretary, Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Thanks very much for your letter of August setting out your meeting dates for September and October in Portland.

We would like to ask for a meeting with the Commission at your September 24th date regarding another contract on the Baker-Homestead highway. As you know, the survey is now being done from the Black Bridge section into Richland and we are anxious to know the Commissions feeling as to our chances for contract on this section. It is possible that a delegation from that part of the County will appear with the Court on this.

With best regards, I remain,

Yours very truly,

Lloyd Rea
County Judge

lr/m

11:00 AM Sept. 24, '54

ANSWERED
H. B. GLAISYER

RECEIVED
AUG 19 1954
OREGON
STATE HIGHWAY COMMISSION

D

RECEIVED
APR 23 1954
FOR FILING

45
4/6/54

Const
Rlw
Baker-Connected Hwys.

Cross Referenced To:
Const
Rlw
Haines-Anthony Sec.

April 6, 1954

Hon. Lloyd Rea
County Judge
Baker County
Baker, Oregon

Dear Judge Rea:

Reference is made to your two letters of March 13, 1954 -- in one you ask me to present to the State Highway Commission a County Court request for improvement of the Haines-Anthony State Secondary Highway, and in the other you request a survey for improvement of Highway No. 86 from the end of the present improvement into Richland.

Your letters had the attention of the State Highway Commission at its meeting last week, at which time the Commission authorized the Engineer to conduct a survey for improvement of Highway 86 from the end of the present improvement at Black Bridge into Richland. It is my understanding that the work will be done as soon as an engineering crew is available.

As to your request for improvement of the Haines-Anthony Highway, the Engineer advised that the present road now has a gravel surface which is passable at anytime of the year, although the road is not in proper condition to receive an oil treatment. Were the Commission to authorize such oiling work it would be necessary to provide a much heavier base to receive it. The cost of such stablizing work, including a pavement sufficient to carry log traffic, would amount to about $30,000 per mile, or a minimum of about $400,000 for the 12.6 mile section that you have in mind. The Commission could not see its way clear to finance a project of such kind, and instructed me to inform you accordingly.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

4.0
4-1-54

April 1, 1954
Baker, Oregon

Sec. Oregon State Highway Commission
Portland,
Oregon

Gentlemen:

Following up our interest in the improvement of Highway 86 the current contract on the Table Rock Creek-Black Bridge section, we are, of course, interested in the continuation of this work through the Dry Gulch section into Eagle Valley.

In accord with this program the Commercial Club, members of the Baker County Court, and the committees from Pine and Eagle Valleys met last night at Richland and by resolution of the joint group supported a request to the commission asking that the improvement work on Highway 86 be continued without interruption until completed to Richland.

ANSWERED
H. B. GLAISYER

Speaking for this community group at their motion, this club respectfully requests your consideration at this time for authorization of a project to cover this section in question.

You are, of course, aware of the increasing traffic over this road, its increasing importance to the program of the state highway commission's tourist bureau in increasing travel to Oregon's most outstanding scenic spots, and its increasingly vital role in the economy of Baker county and its industries.

We respectfully urge your early consideration of this program and assure you we support the Baker County Court in their recognition of this highway modernization work on Highway 86.

The Commercial Club is interested in Your efforts to improve Oregon highways in general and if we can be of assistance to you at any time, we urge the commission or its members to feel free to call upon us.

Very truly yours,

Baker County Commercial Club

Don Sheppard

Don Sheppard Jr., President

Survey ordered
4-1-53
ELP

RECEIVED
MAR 2 6 1954
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Coast
R/W
Baker Homestead Surv.

OREGON STATE HIGHWAY COMMISSION

OFFICE OF CHAS. H. REYNOLDS
P. O. BOX 898
LA GRANDE, OREGON

March 24, 1954

Cross Referenced To:
Coast
R/W
Haines-Anthony Sec.

NOTED
W. C. WILLIAMS

R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock :-

I have your letter of April 22nd addressed to the members of the Commission and concerning the request from Judge Rea of Baker County.

I have not been over the Haines-Anthony secondary for some time but understand from the local engineers that it is not in very good condition. Sometime within the next few weeks I will attempt to take a trip over this.

With reference to the survey from Black Bridge into Richland, I think that this should be done sometime within the near future. There is a possibility that the Hells Canyon Dam might be constructed and if it is certainly we would need a better road into that community than we now have. We must remember too that these people in Eagle Valley are dependent entirely upon the highways for their egress and ingress and therefore it should be given consideration.

Sincerely yours,

Chas. H. Reynolds

Commissioner

REFERRED TO
Williams.
By State Highway Engineer

CHR:lw

RECEIVED
APR 1954

RECEIVED
MAR 24 1954
FOR FILING

March 23, 1954

Mr. Chas. H. Raynolds
State Highway Commissioner
P. O. Box 696
La Grande, Oregon

Dear Mr. Raynolds:

With reference to your communication of March 22 about the two bridges in Baker County, advise that I recently made a report to you about them.

Very truly yours,

E. H. Baldock
State Highway Engineer

EHB:hl

RECEIVED
MAR 24 1954
FOR FILING

March 23, 1954

Mr. Chas. H. Reynolds
State Highway Commissioner
P. O. Box 698
La Grande, Oregon

Dear Mr. Reynolds:

With reference to your communication of March 22 about the two bridges in Baker County, advise that I recently made a report to you about them.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF CHAS. H. REYNOLDS
P. O BOX 898
LA GRANDE, OREGON

March 22, 1954

R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock :-

The Baker County Court called at my office a few days ago and discussed their highway problems.

Among the principal ones was the improvement of the Haines-Anthony Lakes secondary highway and the possibility of giving a survey for the balance of the Baker-Homestead Highway which is number 86.

I am not too familiar with the necessity of the improvement of the secondary although I was over it a couple of years ago and there does not seem to be much left in the way of rock.

Likewise I am sure that we should go ahead and make a survey on Highway 86 so it would be ready if and when any funds are available.

Very truly yours,

Chas H Reynolds
Commissioner

REFERRED TO
Williams
, State Highway Engineer

CHR:lw

RECEIVED
1954

RECEIVED
MAR 23 1954
FOR FILING

March 22, 1954

Oregon State Highway Commission

Gentlemen:

Under date of March 17, the Secretary forwarded to you two different letters from Judge Rea of Baker County. One of the letters requested improvement of the Haines-Anthony State Secondary Highway. In the other letter he requested that you make a survey for the Baker-Homestead Highway from the end of the present contract, which is at Black Bridge, into the city of Richland. I offer you the following comments relative to the two requests:

The Haines-Anthony Secondary Highway has a gravel surface passable at any time of the year. There are some soft spots that develop in the spring of the year but nothing to prevent traffic from getting through without undue difficulty. I presume the main objective in having the road improved is to obtain an oil surfacing. Whenever we place an oil surfacing we must place a much heavier base, and on this particular highway, which is 12.6 miles in length, the cost of staple surfacing, including pavement sufficient to carry log traffic, would cost not less than $30,000 per mile, or roughly $400,000 as a minimum.

As to the survey from Black Bridge into Richland, I would favor making such a survey sometime in the future but not at the present time as it does not appear that there will be any possibility of allocating additional federal-aid secondary highway funds to Baker County for some time to come, this being based on the following facts:

As you know, for the past five years the total amount of federal-aid secondary funds available for state secondary highways was roughly $2,400,000 per year, and Division No. 5's percentage of this, 10.2 per cent, gives the Division, by formula, an allocation of $436,000 annually, which, of course, must be divided among all the counties in the Division.

Baker County has had an exceptionally large percentage of these funds for the period 1950 to 1955, said projects being listed on the attached tabulation. The major portion of these expenditures has been

either on the Baker-Homestead Highway or the Baker-Unity Highway, which are state primary highways but federal secondary highways. Therefore, the only federal-aid funds available for these two roads must come from federal-aid secondary funds. As per the tabulation attached, you will note that Baker County has received a total of $1,206,000 of such funds, which is 55 per cent of the total of $2,170,000 due Division No. 5 for the five-year period.

I suggest that the County be advised that there are no funds now available for improvement of the Haines-Anthony Secondary Highway and that survey of the Black Bridge-to-Richland Section of the Baker-Homestead Highway be deferred until there are some prospects of funds being available for its construction. Personally, I feel that the existing highway from Black Bridge to Richland is adequate to handle present-day traffic.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. S. H. Probert
Mr. H. G. Smith
Mr. J. W. Cattrall

WCW:ms fp

ALLOCATION OF FEDERAL-AID SECONDARY FUNDS ON

STATE SECONDARY HIGHWAYS ALLOCATED TO BAKER COUNTY

FISCAL YEARS 1950-1955

Table Rock Creek Section, Baker-Hemostead Highway	$ 124,000
Table Rock-Block Bridge Section, Baker-Hemostead Highway	290,000
Hill Gulch-Salisbury Section, Baker-Unity Highway	244,000
Salisbury-Baker Section, Baker-Unity Highway	450,000
Salisbury-Pleasant Creek Section, Sumpter Valley Secondary Highway	87,000
Powder River Bridge, Sumpter Valley Secondary Highway	11,000
Total	$1,206,000

March 17, 1954

Hon. Lloyd Rea
County Judge
Baker County
Baker, Oregon

Dear Judge Rea:

This refers to your letter of March 13, 1954 in which you ask the State Highway Commission to authorize a survey for a proposed improvement of Highway 86 (Baker-Homestead Highway) from the end of the contract that is presently underway into the city of Richland. You ask for such a survey in order to determine the best way to serve the needs of the people of Pine and Eagle Valleys, the question being, would improvement of the present road serve the people better than construction of the highway on another route.

As requested, I shall be pleased to bring your letter to the attention of the members of the Highway Commission and the State Highway Engineer, and will inform you when action has been taken on it.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jms

cc: Commissioners
R. H. Baldock

March 17, 1954

Hon. Lloyd Rea
County Judge
Baker County
Baker, Oregon

Dear Judge Rea:

In your letter of March 13, 1954 you ask me to present to the State Highway Commission the request of the Baker County Court for improvement of the Haines-Anthony State Secondary Highway. You particularly request that such improvement be placed in line for the next contract letting on secondary highway projects in your county.

I shall be pleased to bring your letter to the attention of the members of the Highway Commission and the State Highway Engineer, and will advise you when action is taken on it.

With kindest personal regards, I remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

report pending

FORREST L. HUBBARD, Circuit Judge
GEORGE P. NEWTON, District Attorney
LLOYD REA, County Judge
R. M. PHIPPS, Huntington, Ore.
GILL C. WRIGHT, New Bridge, Ore.
Commissioners
GRANT A. YOUNG, County Clerk
FRED C. THOM, Sheriff
UNNAR STEVENS, Assessor Protem
MABEL C. RAGSDALE, Treasurer
MYRTLE E. LEE, School Superintendent
THAD P. BEATTY, Coroner
WALLACE MAXWELL, Water Master

CIRCUIT COURT CONVENES FIRST MONDAY IN FEBRUARY, SECOND MONDAY IN JUNE, FIRST MONDAY IN NOVEMBER
COUNTY COURT CONVENES FIRST WEDNESDAY IN EACH MONTH
PROBATE COURT CONVENES FIRST MONDAY IN EACH MONTH

Baker County, Oregon

Baker, Oregon

March 13, 1954

Mr. H. B. Glaisyer
Secretary, State Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

The Baker County Court would like to request the Highway Commission to make a survey from the end of the present contract on 86 into Richland, Oregon. We would like to ask this survey with the idea of improving the present route, or to find another one that would better serve the needs of the people of Pine and Eagle valleys.

It seems that at our last appearance before the Highway Commission in Portland, we ask something regarding a survey. But we would like to renew our request at this time. This program on 86 has been on on the list for several years, and it is my understanding that we do not have any other surveys beyond the present contract on 86.

Thanks very much for presenting this to the Commission, we remain,

Sincerely,
Rea and Ragsdale Agency

RECEIVED
MAR 15 1954
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

FORREST L. HUBBARD, Circuit Judge
GEORGE P. NEWTON, District Attorney
LLOYD REA, County Judge
R. M. PHIPPS, Huntington, Ore.
GILL C. WRIGHT, New Bridge, Ore.
Commissioners
GRANT A. YOUNG, County Clerk
FRED C. THOM, Sheriff
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CIRCUIT COURT CONVENES FIRST MONDAY IN FEBRUARY, SECOND MONDAY IN JUNE, FIRST MONDAY IN NOVEMBER
COUNTY COURT CONVENES FIRST WEDNESDAY IN EACH MONTH
PROBATE COURT CONVENES FIRST MONDAY IN EACH MONTH

Baker County, Oregon

Baker, Oregon

March 13, 1954

Mr. H B, Glaisyer
Secretary, State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

The Baker County Court requests that you present to the Highway Commission our request for a project on your Haines-Anthony State Secondary Highway in our County.

At present, we do not have a project on any Secondary Highway in our County. We wald like to see this road be considered for a project and be placed in line for the next contract on your Secondary system in our County.

This road serves a good portion of thepopulat on of the north end of Baker Valley. It is used for logging several months of the year. This road serves also the agricultural needs of this end of the valley. Your maps will show that our county road system feeds into this road and if it was reconstructed and oiled would better serve this people.

The Granges and people in general have requested us to appear before the Commission and request the reconstruction and oiling of this road. The people of this community tell us, and we feel it is correct, that they use our own roads because they are in better condition than the Haines-Anthony section. We feel this would help to improve the whole road system of this part of the county and any future improvments of our own road system could easily fit into any improvement on this road.

We would therefore, appreciate it if you would present our request for a project on this road to the Commission. If you should need further information, please let me know.

Sincerely,
Lloyd Rea
Lloyd Rea
County Judge

RECEIVED
MAR 15 1954
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

3-320' Lumber Brook-Bokr Arch Dock 1955
Reconstruction Project on the
4-562 Empire State Expr.

RECEIVED
FEB 11 1957
FOR FILING

8-8308

OREGON STATE HIGHWAY DEPARTMENT

(date) February 6, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)		
4562	2-Final	Coos Bay Dredging Co., Inc.		
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)	
2265	H-172630	$ 936.49	2/8/57	

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1956

Time Extensions: to Nov. 23, 1956

Completion Date: Nov. 23, 1956

Date Accepted: Jan. 22, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: ~~XX~~ 2-8-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: FEB 8 1957

Ruth Rawlings

NOTED ON CARD

RECEIVED
JAN 31 1957
FOR FILING

8-1301

4562

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
[illegible]

January 30, 1957

Coos Bay Dredging Co.,Inc.
Box 217
Coos Bay, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 22 had under discussion your request for an extension of time from July 31 to November 23, 1956 within which to complete your contract No. 4562, for rock production on Hunter Creek-Necks Arch Section of the Oregon Coast Highway in Curry County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. D. Morgan,
Division Engineer

George A. Barnhart,
Resident Engineer

Tom Edwards,
Construction Engineer

RECEIVED
JAN 29 1957
FOR FILING

January 29, 1957

CERTIFIED MAIL

Seaboard Surety Co.
Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

State Highway Contract No. 4562 for work performed on the Hunter Creek-Macks Arch Section of the Oregon Coast Highway in Curry County was completed by the contractor, Coos Bay Dredging Co.,Inc., on November 23, 1956 and was formally accepted by the Highway Commission on January 22, 1957.

Final payment in the amount of $936.49 will be released to the contractor on or after February 8, 1957. The total contract amount is $25,815.94 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Seaboard Surety Co.
75 Maiden Lane
New York 38, N. Y.

NOTED ON CARD

RECEIVED
JAN 2 - 1957
FOR FILING

RECEIVED
JAN 2 -

F-8308
456I

December 28, 1956

Oregon State Highway Commission

Request for extension of time
No. 4
January 22 and 23 meeting

Gentlemen:

The Coos Bay Dredging Company, Inc., contractor for the Hunters Creek-Hack: Arch Section rock production project, Contract No. 4562, has requested a time extension from July 31, 1956 to November 23, 1956.

This contract was awarded November 4, 1955, and did not carry the fixed and liquidated damage provision. The delay was actually requested by the Highway Department to allow for better utilization of our stock-pile sites, which were quite small. It was more advantageous to the state to use materials in place at the site during the 1955-56 season, which would allow for a better disposition of the materials produced under Contract 4562. For this reason, it is recommended that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards

FC:fn

RECEIVED
DEC 24 1956
FOR FILING
8-8308
4562 CERTIFIED MAIL

December 21, 1956

Seaboard Surety Company
Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Coos Bay Dredging Co.,Inc. in connection with contract No. 4562, for rock production on the Hunter Creek-Macks Arch Section of the Oregon Coast Highway in Curry County. This payment, in the amount of $24,879.45, will be released to the contractor on or after December 31, 1956. The retained percentage is $769.47.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Seaboard Surety Co.
75 Maiden Lane
New York 7, N. Y.

NOTED ON CARD
gl

Form E-1—1936—10-55

OREGON STATE HIGHWAY DEPARTMENT

8-8308

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 24, 19 56

Section Hunters Creek - Mack Arch

Highway Oregon Coast

Contractor Coos Bay Dredging Co, Inc.

Date of contract ~~10-~~ 11-4, 19 55

Date work started 10/30, 19 56

Project authorization $ 28,845.00

Exclusive of Engineering $ 25,640.00

Kind of work Rock Production

Section prefix 8-8308

Contract number 4562

Date of completion ~~7-31~~, 19 56

Estimated date of completion ~~11/23~~, 19 56

Per cent of time elapsed 130 %

Estimated cost of completed project, exclusive of engineering $ 25,640.00

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 2,051.20

Engineering cost to date $ 1950.00, 98 %

Date project was completed 11/23, 19 56

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor has completed project. this week

Noted
M. N. Juve

NOTED
L. H. Young

RECEIVED
DEC 1 1956
OFFICE OF
CONSTRUCTION ENGINEER

Signed J. E. Barnhart

Address Box 551 Gold Beach, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 69712

NOTED
V. D. WOLFE

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			8000		
Total quantities corrected to date			8000		
Estimated quantities moved or placed to date			8000		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	10				
Average force on project for week	10				

Men 9

Supervision 1

Men and trucks under 3 tons

Men and trucks over 3 tons 5

Men and tractors 1

Equipment used during week: Shovels 1....., Power graders ....., Rollers....., Mixers ....., Crushing or screening plants 1

Compressors ....., Bulldozers ...1....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fai		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

RECEIVED
NOV 1 7 1956
FOR FILING

FORM S-20X—20M—11-55—30226

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 13, 1956

SUBJECT: Hunter Creek-Macks Arch
Oregon Coast Highway
Contract No. 4562

To:
Mr. Frank Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

Reference is made to Laboratory Reports No. 407185, dated November 8, 1956 showing an excess of material passing the ¼-inch screen of 6.6 percent for the 3/4"-1/2" crushed rock taken from stockpile site "C" at M. P. 364.3, Oregon Coast Highway.

Evidently, this stockpile has dirty material which must be excluded from the oil rock to be used on this project in order to produce suitable rock.

Will you please instruct the resident engineer to take special care in loading operations to exclude dirty rock or fines.

Also, please have his inspectors follow the method of stockpile sampling outlined in attached memorandum.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of
Attachment
cc to: Forrest Cooper
Ray Webber

NOTED
FORREST COOPER

RECEIVED
NOV 14 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 23 1955
FOR FILING

8-4308
4562

December 22, 1955

Coos Bay Dredging Co.,Inc.
Box 217
Coos Bay, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4562, which was awarded to you by the State Highway Commission on November 4, 1955, for rock production on the Hunter Creek-Macks Arch Section of the Oregon Coast Highway in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
NOV 7 1955
FOR FILING

8-8308
4562

November 7, 1955

Coos Bay Dredging Co., Inc.
Box 217
Coos Bay, Oregon

Gentlemen:

The State Highway Commission on November 4, 1955 awarded to you State Highway Contract No. 4562 for Hunter Creek-Macks Arch Rock Production Project on the Oregon Coast Highway, south from Gold Beach in Curry County.

This award was based on your bid of $25,040 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

S-260(4) E. Unit, Hamilton-Long Creek 1955
Sec., Kimberly-Long Cr. Hwy.

#4563

RECEIVED
FOR FILING

W. C. William February 8th, 1957

FINAL COST ANALYSIS

East Unit, Hamilton-Long Creek Section — Kimberly-Long Creek Highway
Contract #4563 — Prefix 112-1029
E. H. Itschner Co., Contractor
Kenneth Berg, Resident Engineer

4563

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
(1) Clearing & Grubbing	All		$	$	$ 2,000.00	$ 2,000.00
(1) Drainage Exc., Unclass.	274.58	Cu. Yd.	3.00	3.00	823.74	823.74
(1) Gen. Exc., Unclass.	35,093.6	" "	0.28	0.28	9,826.21	9,826.21
(1) Short Overhaul	30,069.6	Yd. Sta.	0.01	0.01	300.70	300.70
(1) Long Overhaul	30.9	C-Yd. Sta.	10.00	10.00	309.00	309.00
(1) Finishing R/B & Slopes	2.02	Mile	500.00	500.00	1,010.00	1,010.00
(1) Rounding Cutbanks	2,600	Lin. Ft.	0.15	0.15	390.00	390.00
(1) 12" Corr. Metal Pipe	185	" "	2.75	2.75	508.75	508.75
(1) 18" " " "	282	" "	3.75	3.75	1,057.50	1,057.50
(1) 24" " " "	48	" "	5.50	5.50	264.00	264.00
(1) 72" " " "	135	" "	30.60	30.60	4,131.00	4,131.00
(1) 12" Sewer Pipe	447	" "	1.90	1.90	849.30	849.30
(1) Concrete Catch Basins	3	Each	100.00	100.00	300.00	300.00
Coarse Crushed Material in Base	17,892	Cu. Yd.	1.90	1.615	28,895.58	33,994.80
3/4"-0 Crushed Material in Base	3,018	" "	1.90	1.994	6,017.89	5,734.20
(2) Sprinkling	629.4	M/Gal.	3.00	3.00	1,888.20	1,888.20
(2) Preparation of Base	2.02	Mile	250.00	250.00	505.00	505.00
(2) 3/4"-0 in Binder Course	300	Cu. Yd.	3.10	2.863	858.90	930.00
(2) Furn. & Place Aggregate	1,450	" "	3.50	2.863	4,151.35	5,075.00
(2) RC-2 Asphalt in Binder Course	45.27	Ton	50.00	50.00	2,263.50	2,263.50
(2) 150-200 Asphalt	96.28	"	48.00	48.00	4,621.44	4,621.44
(2) RS-1 Asphalt	31.3	"	50.00	50.00	1,565.00	1,565.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
(1) PA #1, Furnish & Install 48" C.M.P.	92	Lin. Ft.	$16.98	$16.98	$ 1,562.16	$ 1,562.16
(2) PA #2, Non-Strip Additive	96.28	Ton	7.50	7.50	722.10	722.10
(1) PA #3, 2½" Water Pipe	63	Lin. Ft.	1.50	1.50	94.50	94.50
(1) PA #4, 3/4" Water Pipe	168	" "	0.45	0.45	75.60	75.60
PA #5, Purchase Excess 1½"-3/4" in Stockpile	183.2	Cu. Yd.	2.00	1.363	249.70	366.40
PA #5, Purchase Excess 3/4"-½" in Stockpile	53	" "	2.00	1.363	72.24	106.00
PA #5, Purchase Excess ½"-¼" in Stockpile	48.1	" "	2.00	1.363	65.56	96.20
PA #5, Purchase Excess ¼"-#10 in Stockpile	28.5	" "	2.00	1.363	38.85	57.00
PA #5, Purchase Excess 3/4"-0 in Stockpile	280.1	" "	2.00	1.363	381.78	560.20
(2) Force Account					88.52	88.52
					$75,888.07	$82,076.02

(1) Work done all or part by K. C. Dack Construction Co.
(2) Work done all or part by Russell Olsen Construction Co.

Gross Revenue	$82,076.02
Total Cost	75,888.07
Net Profit	$ 6,187.95

Net Profit Equals 7.5% of Gross Revenue

E. H. Itschner, Contractor

Detail of Cost

Labor:		
Labor & Supervision	$10,475.95	
Labor Insurance	531.03	
		$11,006.98
Equipment Rentals & Misc. Supplies:		
Equipment Rentals (Owned)	$13,815.65	
Hired Trucks	5,958.24	
Gas, Oil & Grease	3,393.40	
Powder & Caps	3,505.55	
Freight & Cartage	671.90	
P.L. & P.D. Insurance	130.95	
P.U.C. Fees	419.22	
Bond	610.40	
Home Office & General Overhead	790.25	
		29,295.56
		$40,302.54
Paid to Subcontractor K. A. Dack Construction Co.		23,502.46
Paid to Subcontractor Russell Olsen Construction Co.		12,083.07
T o t a l C o s t		$75,888.07

Breakdown of Crushing Cost

	Quantity	Unit	Total Cost	Unit Cost
Move In & Set Up	23,253	Cu. Yd.	$ 3,096.39	$0.133
Drill & Shoot	23,253	" "	6,323.85	0.271
Haul to Crusher	23,253	" "	6,983.71	0.30
Crushing	23,253	" "	12,640.40	0.543
Cost in Bunker	23,253	Cu. Yd.	$29,044.35	$1.247

The crushing plant operated 332 hours for an average production of 70.0 cubic yards per working hour.

Remarks:

This project was a Federal Aid Secondary Project calling for the construction of 2.02 miles of highway roadbed, 2.02 miles of stone base and shoulders and the construction of 2.02 miles of oil mat wearing surface, Type O-11. This project was bid November 4th, 1955. Work started May 21st, 1956 and the project was completed August 18th, 1956.

Items 1 to 14 inclusive and P.A. Nos. 1, 3 and 4 were sublet to K. A. Dack Construction Co. Items 17, 18, 20, 22, 23 and P.A. No. 2 were sublet to Russell Olsen Construction Co. All the above items were sublet at bid prices. Russell Olsen Co. received $1.50 per yard on hauling and placing 3/4"-0 in binder and $1.50 per yard for hauling and placing aggregates.

On June 1st, 1956 the prime contractor started moving a 3-crusher unit into the quarry located adjacent to the highway at M.P. 32.8 on the Kimberly-Long Creek Highway. Crushing was started June 7th, 1956 and all crushed materials were completed August 1st, 1956. Hired trucks were used in hauling all coarse crushed material and 3/4"-0 to the road. The material was handled on the road with blade and roller.

Having good production on all crushed materials, the prime contractor realized a fair profit from this project.

M. N. Juve
Chief Cost Analyst

By . . K. T. Wechter

Remarks:

This project was a Federal Aid Secondary Project calling for the construction of 2.02 miles of highway roadbed, 2.02 miles of stone base and shoulders and the construction of 2.02 miles of oil mat wearing surface, Type O-11. This project was bid November 4th, 1955. Work started May 21st, 1956 and the project was completed August 18th, 1956.

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Having good production on all crushed materials, the prime contractor realized a fair profit from this project.

M. N. Juve
Chief Cost Analyst

By . . K. T. Wechter

RECEIVED
JAN 4 - 1957

FOR FILING
S. 260(4)

OREGON STATE HIGHWAY DEPARTMENT

(date) December 28, 1956

(CONTRACT NO.) 4543

(EST. NO.) 6 Post Final

(CONTRACTOR) E. H. Litchner Co.

4563
(VOUCHER NO.)

(WARRANT NO.) H-169038

(AMOUNT) $ 1,135.90

(DATE) 12/28/56

27917

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1956

Time Extensions: None

Completion Date: Aug. 14, 1956

Date Accepted: Sept. 27, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-28-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: DEC 28 1956

Ruth Rawlings

RECEIVED
DEC 13 1956
FOR FILING
E-260 (4)
4563

December 12, 1956

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

This is to advise you that the Highway Commission will make a post-final payment to E. H. Itschner in connection with contract No. 4563, covering the East Unit, Hamilton-Long Creek Section of the Kimberly-Long Creek Highway in Grant County. This post-final payment, in the amount of $1,185.80, will be released to the contractor as soon as the warrant is received from the Secretary of State.

This notice is sent to you as you appear as the surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

el

NOTED ON CARD

RECEIVED
OCT 31 1956
FOR FILING
S-260 (4)
4563

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MC IVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 29, 1956

E. B. Itschner Company
Molalla,
Oregon

Re: E. Unit, Hamilton-Long Creek
Kimberly-Long Creek Highway
Contract No. 4563

Gentlemen:

Reference is made to your letter of September 20, 1956, in which you request extra compensation for the installation of 3/4-inch water pipe at approximately Station 1754 on the subject named job.

I wish to call your attention to the fact that Price Agreement No. 4 covers the lowering of this pipe to the new grade and it is believed that this is just one part of that operation. It therefore seems that this is a matter to be settled between yourselves and Mr. Dack, the subcontractor.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Ass't Construction Engineer

LHY:je

cc Forrest Cooper ✓
A. F. Parsons
Kenneth L. Berg

NOTED
FORREST COOPER

RECEIVED
OCT 29 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-50X—600M—11-50—00826

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
October 25, 1956

SUBJECT: Claim for Extra Work
E. Unit, Hamilton-Long Creek Section
Contract No. 4563

To:

Tom Edwards
Construction Engineer
Salem

Herewith claim from E. H. Itschner Company in the amount of $41.25 and also a letter of transmittal from Mr. Berg explaining the claim.

I have not approved this bill, for the reason that it appears to me that this is a deal between the subcontractor, K. C. Dack and Itschner to straighten out themselves. E. H. Itschner signed Price Agreement No. 4 in which he agreed to put the water pipe in for $75.60. For this reason I do not recommend payment of this claim.

A. F. Parson
Division Engineer

AFP:gb
cc - K. L. Berg

RECEIVED
OCT 30 1956

FORM 850—SDN—10-54 70466

OREGON STATE HIGHWAY DEPARTMENT

INTER DEPARTMENT CORRESPONDENCE

Long Creek, Oregon
October [illegible], 1956

Claim for Extra Work
Grading & Oiling
Contract No. 4563
E. Unit, Hamilton-Long Cr. Sect.
Kimberly-Long Cr. Hwy.

To:

Mr. A. E. Larsen
Division Engineer
La Grande, Oregon

You will find enclosed a claim which has been received by me from E. L. Itschner Co., Contractors on Grading and Oiling Contract 4563. The claim is for work beyond what was called for in Price Agreement No. 8, at Sta. 1753/50.

The claim reverts to the fact that grading sub-contractor, Beck, had to go to the work of providing temporary water service in the nature of fittings and to maintain this service for a considerable time before the main water pipe could be lowered and lengthened. The sub-contractor had to put up with the temporary facility for some time because the pipe crossing was in a rock cut; the cut being first excavated before pipe could be installed. The time which the temporary facility had to be put up with was further lengthened because rainy weather halted grading operations.

For these reasons, I have approved the claim.

Kenneth L. Berg

Kenneth L. Berg
Resident Engineer

RECEIVED
OCT 17 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) October 10, 1956

S-260(4)
(CONTRACT NO.)

(EST. NO.) 5-Final

(CONTRACTOR) E. H. Itschner Co

1563
(VOUCHER NO.)

(WARRANT NO.) H-162874

(AMOUNT) $ 2,366.57

(DATE) 10/10/56

21704

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Russ Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1956

Time Extensions: None

Completion Date: [redacted] Aug. 14, 1956

Date Accepted: Sept. 27, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-15-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 15 1956

Russ Rawlings

NOTED ON CARD

RECEIVED
OCT 4 1956
FOR FILING

October 4, 1956

CERTIFIED MAIL

Great American Indemnity Company
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4563 for work performed on the East Unit, Hamilton-Long Creek Section of the Kimberly-Long Creek Highway in Grant County was completed by the contractor, E. H. Itschner Co., on August 14, 1956 and was formally accepted by the Highway Commission on September 27, 1956.

Final payment in the amount of $2,366.57 will be released to the contractor on or after October 15, 1956. The total contract amount is $80,890.22, of which amount $88.52 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:

NOTED ON CARD

RECEIVED
SEP 17 1956
FOR FILING
S-260 (4)
4542

September 17, 1956

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to E. H. Itschner Company on contract No.4563, covering the East Unit, Hamilton-Long Creek Section of the Kimberly-Long Creek Highway in Grant County. This payment, in the amount of $18,419.49, will be released to the contractor on or after September 27, 1956. The retained percentage is $2,428.57.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
gf

RECEIVED
AUG 22 1956
FOR FILING
S-260(4)
4563

August 20, 1956

Mr. C. H. Falk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 14, 1956 on Contract No. 4563, East Unit, Hamilton-Long Creek Section, in Grant County, in connection with Federal Aid Project No. S-260(4).

Very truly yours,

H. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc: John Cattrall

DMPeh

Form E-1-Rev 6-55—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

S-260 (4)
4563

For Week Ending August 18, 1956

Section East Unit, Hamilton-Long Creek
Highway Kimberly-Long Creek
Contractor E. H. Itsdhner Co.
Date of contract Nov. 4, 1955
Date work started March 21, 1956
Project authorization . . . . . $ 92,122.88
Exclusive of Engineering . . . . . $ 85,571.92
Engineering authorization . . . . . $ 6550.96
Engineering cost to date $ 6200, 95 %

Kind of work Grading and Oiling
Section prefix 112-1029
Contract number 4563
Date of completion Aug. 31, 1956
Estimated date of completion Aug. 18, 1956
Per cent of time elapsed 96 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 85,070
Estimated per cent overrun or underrun . . . . . underrun . . . 0.5 %
Per cent of contract completed, based on total contract price . . . . . 99.5 %
Date project was completed Aug. 18, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The final was made this week. Semi-final estimate will be ready for submission in two weeks.

This will be the last report made on project.

W. T. WRIGHT

NOTED
L. H. Young

RECEIVED
AUG 19 1956
OFFICE OF
CONSTRUCTION ENGINEER

Signed Kenneth Berg

Address Long Creek

NOTED
V. D. WOLFE

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 56265

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.02	2.02		2.02	
Miles partially completed					
Miles completed	2.02	2.02		2:02	
Total estimated quantities (contract)	36,400	21,100		176 tons ~~650 cy~~	
Total quantities corrected to date	33,400	20,800		172.88 tons 750 cy	
Estimated quantities moved or placed to date	33,400	20,800		"	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				15	
Men				9	
Supervision				1	
Men and trucks under 3 tons					
Men and trucks over 3 tons				5	
Men and tractors					

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers .....oil distributor . . . ., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	mild		
Tuesday	all		
Wednesday	week.		
Thursday			
Friday			
Saturday			

RECEIVED
JUL 24 1956
FOR FILING

S-260 (4)

4-Fi

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1956

SUBJECT: E. Unit, Hamilton-Long Creek
Kimberly-Long Creek Highway
Contract No. 4563

To: Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Report No. 394623, dated July 11, 1956 showing (1) insufficient maximum size, (2) 8.7 percent deficiency in the material retained on the 1½-inch screen and (3) 1.7 percent deficiency in material passing the ¼-inch screen in the 2½"-0 crushed rock base aggregate.

It appears as if the crusher openings are too small for this size production. It is suggested that plant site screening will assist the resident engineer in getting suitable aggregate.

Will you please instruct the resident engineer to have the contractor adjust his operations so that acceptable aggregate can be produced.

Also, will you please instruct the resident engineer to so mark samples of improved aggregate that it is clear they represent corrected crushed rock.

Forrest Cooper
Construction Engineer

By L. H. Young

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
JUL 23 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 5 1956
FOR FILING

S-326 74)
456

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 3, 1956

NOTED
W. C. WILLIAMS

SUBJECT: E. Unit, Hamilton-Long Creek
Kimberly-Long Creek
Contract No. 4563

To: Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Reference is made to Laboratory Report No. 393669, dated June 29, 1956 showing that the 1½"-3/4" aggregate produced is unsuitable because of an excess of 7 percent passing the 3/4-inch screen.

Laboratory Report No. 392378, dated June 21, 1956 for 3/4"-½" aggregate to be combined with the 1½"-3/4" aggregate above tested showed an excess of 3.8 percent retained on the 3/4-inch screen.

Will you please inform the resident engineer that the material represented by Laboratory Report No. 393669 is suitable for use in the modified 0-11 oil mat if used with the material represented by Laboratory Report No. 392378 as these two materials combined will form a satisfactory mix.

Forrest Cooper
Construction Engineer

By L. Young

L. H. Young
Ass't. Construction Engineer

LHY-WCH:cf

cc to: W. C. Williams
Ray Webber

RECEIVED
JUL 3 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 19 1956
FOR FILING

FORM B30—12½M—6-55—88205
S-21-11
45.3

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
June 18, 1956

SUBJECT: Moving Blue Mountain Toll Line Facilities, East Unit, Hamilton-Long Creek Section-Kemberly Long Creek Hwy. Contract No. 4563

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

On April 24, I wrote to Mr. Donald C. Kyle, Spray, Oregon, relative to moving telephone facilities on the above captioned project, a copy of which was sent to you.

The original letter has been returned to me by Mr. Kyle with the following illuminating comment.

"Thanks for your very most un-cooperation".

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper
Mr. A. F. Parson
Mr. Kenneth L. Berg
Resident Engineer
Long Creek, Oregon

RECEIVED
JUN 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-[illegible] 5CM REVISED 2-56

RECEIVED
JUN 12 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN, Coos Bay
CHAS. H. REYNOLDS, MEMBER, La Grande
M. K. McIVER, MEMBER, Portland
H. B. GLAISYER, SECRETARY

4563

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK, STATE HIGHWAY ENGINEER
W. C. WILLIAMS, 1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER, 2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD, CHIEF COUNSEL

W. C. WILLIAMS

June 11, 1956

Mr. Donald C. Kyle
Spray, Oregon

Re: Moving Blue Mountain Toll Line Facilities, East Unit, Hamilton-Long Creek Section-Kemberly Long Creek Highway
Contract No. 4563

Dear Mr. Kyle:

Your letter of April 24, addressed to the State Highway Commission, with reference to moving of your toll line facilities on the above titled project, has been referred to this office for reply.

From the information received, it appears that the poles of the Round Basin Telephone Company were placed without any permit of record, and, it was not possible to definitely establish that the poles were within the highway right of way but, on the contrary, may well have been located upon private property. For that reason it was decided that, without entering into an unpleasant controversy, Round Basin Telephone Company be reimbursed for the moving of its facilities.

With respect to the facilities of Blue Mountain Toll Line the situation is entirely different as they were placed under a permit of this department which definitely contained an obligation of your Company to move the lines if considered necessary by the Highway Commission. It, therefore, is anticipated that you will proceed with this work in accordance with the obligations which were assumed when the permit was granted.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. W. C. Williams ✓
Mr. Forrest Cooper
Mr. A. F. Parson
Mr. Kenneth L. Berg
Resident Engineer
Long Creek, Oregon

FORM E30—10M—2-53—52696

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1956

SUBJECT: East Unit, Hamilton-Long Beach Sec.
Kimberly-Long Creek Highway
Contract No. 4563

To:

Mr. W. C. Williams
Deputy State Highway Engineer

PLEASE RETURN TO
W. C. WILLIAMS

OFFICE

Reference your assignment No. 6503 concerning the protest by Mr. Donald C. Kyle, representing the Blue Mountain Toll Line, regarding our reimbursement to the Round Basin Telephone Company for moving of poles.

As you indicated on your assignment slip, there is not too much similarity between the two cases. The facts are as follows:

1. The Blue Mountain Toll Line occupied the existing right of way under permit No. 3412, which permit specified that the poles should be placed within one foot of the right of way line. If such was done, there is no question but what they occupied State right of way.

2. The permit contains a provision whereby they agree to move the poles at their own cost as provided in the Oregon statutes.

3. The Round Basin Telephone Company was not under permit and if their poles were attached to the right of way fence line, no exact determination could be made as to whether they were on public or private right of way.

I suggest that the Blue Mountain Toll Line move their poles one foot from the right of way fence and then they will not have to deal with the property owners as noted in Mr. Kyle's letter.

In view of the above I recommend that we notify Mr. Kyle that the two cases are not parallel and that they entered into an agreement in the form of the aforesaid permit which provided for their moving the poles without reimbursement.

OK
WCW

RECEIVED
APR 27 1956
OFFICE OF
STATE HIGHWAY ENGINEER

L. H. Young
Ass't Construction Engineer

LHY:ep

ASSIGNMENT

Date: April 25, 1956 No. 6502 By WCW

Description: Letter of 4-24-56 by Donald C. Kyle of Blue Mtn. Toll Line in connection with telephone R/W along Kimberly-Long Creek Highway. Mr. Kyle states Round Basin Tel. Co. is being reimbursed for moving poles while their Company is not and he believes such action to be discriminatory.

Acknowledged by____ Referred to Cooper

X Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

PLEASE RETURN TO
W. C. WILLIAMS

Remarks: The Blue Mt. Toll Line occupied R/W under permit and there was no misunderstanding of such occupancy. The Round Basin Co., as I understand, had no permit—only a few poles (sticks) fastened on fence posts and we could not definitely determine if occupancy was on our R/W. I do not consider the cases comparable.

WCW

Executed 4-27-56 Report Received_____

JNTAIN TOLL LINE
AY, OREGON

ril 24, 1956

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

along the North

attached to the right of way
rtially off the old road right
of way.

engineer in Long Creek,
ed to reimburse us for moving
ach these poles to the new

tion that members of the Round
line on the opposite side of
constructed in the exact manner
d for moving their poles.
ghly discriminatory and creates
e fence owners desire an
Mt. Toll Line for attaching our
exorbitant price from Blue Mt. Toll Line for attaching our poles to the new fence.

It is our urgent request that Blue Mt. Toll Line be treated in a like manner with the members of the Round Basin Telephone Co. concerning reimbursement for moving said poles.

Very truly yours,
Donald C Kyle, pres
Donald C. Kyle

c.c. Gerald Shaw

RECEIVED
APR 25 1956
OREGON
STATE HIGHWAY COMMISSION

BLUE MOUNTAIN TOLL LINE
SPRAY, OREGON

April 24, 1956

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

State Highway Comm.
Salem, Oreg.

Dear Sirs:

This concerns telephone right of way along the North side of the Kimberly-Long Creek Highway.

[illegible] attached to the right of way fences, technically being partially off the old road right of way, but on the newly acquired road right of way.

Mr, Berg, your resident engineer in Long Creek, advises me we are not entitled to reimburse ent for moving these poles. (We wish to attach these poles to the new fences as they are built.)

It has bome to my attention that members of the Round Basin Telephone Co., owning line on the opposite side of the highway, such line being constructed in the exact manner as ours, are being reimbursed for moving their poles. Such action appears to be highly discriminatory and creates a further problem in that the fence owners desire an exorbitant price from Blue Mt. Toll Line for attaching our poles to the new fence.

It is our urgent request that Blue Mt. Toll Line be treated in a like manner with the members of the Round Basin Telephone Co. concerning reimbursement for moving said poles.

Very truly yours,
Donald C. Kyle, Mgr.
Donald C. Kyle

c.c. Gerald Shaw

RECEIVED
APR 25 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 30 1956
FOR FILING

S-260(4)
4563

March 29, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 21, 1956 on Contract No. 4563, East Unit, Hamilton-Long Creek Section, in Grant County, in connection with Federal Aid Project No. S-260(4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DMP:ch

RECEIVED
APR 11 1956
FOR FILING

FORM E30—80M—2-55—82060
S 2+6 141
4563
6452

PLEASE RETURN TO
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 23, 1956
Salem Office

NOTED
W. C. WILLIAMS

SUBJECT: Moving Round Basin Telephone Company Facilities, East Unit Hamilton-Long Creek Section Kimberly-Long Creek Hwy. Contract No. 4563

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

On March 13, I wrote to Round Basin Telephone Company with reference to moving their telephone lines on the East Unit of the Hamilton-Long Creek Section of the Kimberly-Long Creek Highway, a copy of which was sent to you.

I am enclosing herewith copy of letter written under date of March 16, 1956, signed by various share-holders of the Round Basin Telephone Company. You will note that it is stated that the poles are located in the right of way that has just been bought for the new road or, at least, along the fence that has to be moved. Whether the poles are on the new right of way or in the old right of way along the fence line is something, of course, which a careful field examination can definitely ascertain.

If the question is a close one, and the Telephone Company would make the move for $2.50 a pole and there are only 38 poles involved, it might not be to serious if we accept the claims of the Telephone Company as being correct and make compensation for the moving of the poles.

Your further advice will be appreciated.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. Forrest Cooper
Mr. A. F. Parson
Mr. Kenneth L. Berg

NOTED
H. Young

RECEIVED
MAR 23 1956
OFFICE OF
STATE HIGHWAY ENGINEER

C
O
P
Y

Long Creek, Oregon
March 16, 1956

Mr. J. W. DeSOUZA
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. DeSOUZA:

We, the undersigned share-holders of the Round Basin Telephone Co., wish to reply to your letter of Mar. 13 regarding the moving of our line without any reimbursement.

When the right-of-ways were bought it could be seen that the telephone line was there. Why don't you expect to pay for the moving of this line the same as for the rebuilding of fences?

We expect a minimum of $2.50 a pole for moving said line. The line is setting in the right-of-way and it will remain there until some agreement is made.

Very truly yours,

E. G. SHAW-Long Creek, Ore.

GILMAN W. SHAW-Long Creek, Ore.

ELLA G. SHAW-Long Creek, Ore.

HARVEY BLACKWELL-Long Creek, Ore.

LORAINE SHAW-Long Creek, Ore.

HARLAN L. HANSEN-Long Creek, Oregon

GEO. L. CANNON-Hamilton, Ore.

FRANK KING-Long Creek, Ore.

DENNIS KING-Long Creek, Oreg.

P.S. The poles of this telephone co. do not set in the old right-of-way; but are in the right-of-way that has just been bought for the new road, or on the fence that has to be moved.

REFERRED TO

De Souza

BY DEPUTY STATE HIGHWAY ENGINEER

It has been determined that Poles are partly on and partly off R.O.W. As we are unable to determine the R.O.W. at the present time we are proceeding with the move.

WC.W.

PLEASE RETURN TO
W. C. WILLIAMS

Executed 4-3-56 Report Received _____

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Section 1633

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

NOTED
W. C. WILLIAMS

...REGON
...WAY DEPARTMENT
SALEM

...h 13, 1956

Moving Blue Mountain Toll Line Facilities, East Unit, Hamilton-Long Creek Section-Kemberly Long Creek Highway
Contract No. 4563

...ssion now has under contract the improve-
...ilton-Long Creek Section of the Kimberly-
...rs that portions of the Blue Mountain
... No. 3412, issued August 8, 1950, are in
...ollows:

...tion 1751	7	Poles
...tion 1764	6	"
...tion 1792	9	"
	1	"
Total	23	Poles

The purpose of this communication is to call upon you to move and re-establish these poles, at your own cost and expense, in accordance with the terms of Permit No. 3412. The State Highway Commission will make no reimbursement to you for any improvements or added facilities, except such as may be made essential solely by reason of the necessity of the moving of the portions of the toll line.

Regarding the new location of the poles, it is suggested that you get in touch with Mr. Kenneth L. Berg, at Long Creek, who is Resident Engineer for the Highway Commission.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. W. C. Williams
Mr. Forrest Cooper
Mr. A. F. Parson
Mr. Kenneth L. Berg

By Loew

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are on

PLEASE RETURN TO
W. C. WILLIAMS

Executed 4-3-56 Report Received

Stake force order covering poles
Not on Public R/W being formerly
through regular channels
W. C. WILLIAMS

4/12

R H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

REGON
VAY DEPARTMENT
SALEM

h 13, 1956

NOTED
W. C. WILLIAMS

Moving Blue Mountain Toll Line
Facilities, East Unit, Hamilton-
Long Creek Section-Kemberly Long
Creek Highway
Contract No. 4563

ission now has under contract the improve-
ilton-Long Creek Section of the Kimberly-
rs that portions of the Blue Mountain
No. 3412, issued August 8, 1950, are in
ollows:

tion 1751	7	Poles
tion 1764	6	"
tion 1792	9	"
Station 1837	1	"
Total	23	Poles

The purpose of this communication is to call upon you to move and re-establish these poles, at your own cost and expense, in accordance with the terms of Permit No. 3412. The State Highway Commission will make no reimbursement to you for any improvements or added facilities, except such as may be made essential solely by reason of the necessity of the moving of the portions of the toll line.

Regarding the new location of the poles, it is suggested that you get in touch with Mr. Kenneth L. Berg, at Long Creek, who is Resident Engineer for the Highway Commission.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. W. C. Williams
Mr. Forrest Cooper
Mr. A. F. Parson
Mr. Kenneth L. Berg

ASSIGNMENT

Date: March 26, 1956 No. 6452 By Loree

Description: Copy of letter of March 16 by share holders of Round Basin Telephone Co. and Mr. DeSouza's letter of March 23 to MCW. Re moving Round Basin Telephone Company facilities, E. Unit, Hamilton-Long Creek Section of Kimberly-Long Creek Highway, Contract No. 4563.

Acknowledged by____ Referred to Cooper

X Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks: We should not establish precedent of paying to move poles which are on public right of way.

MCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 4-3-56 Report Received_____

ON
DEPARTMENT
M
, 1956

R H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

NOTED
W. C. WILLIAMS

ring Blue Mountain Toll Line
cilities, East Unit, Hamilton-
ng Creek Section-Kemberly Long
eek Highway
ntract No. 4563

ion now has under contract the improve-
on-Long Creek Section of the Kimberly-
that portions of the Blue Mountain
. 3412, issued August 8, 1950, are in
lows:

on 1751	7 Poles
on 1764	6 "
on 1792	9 "
	1 "
l	23 Poles

The purpose of this communication is to call upon you to move and re-establish these poles, at your own cost and expense, in accordance with the terms of Permit No. 3412. The State Highway Commission will make no reimbursement to you for any improvements or added facilities, except such as may be made essential solely by reason of the necessity of the moving of the portions of the toll line.

Regarding the new location of the poles, it is suggested that you get in touch with Mr. Kenneth L. Berg, at Long Creek, who is Resident Engineer for the Highway Commission.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. W. C. Williams
Mr. Forrest Cooper
Mr. A. F. Parson
Mr. Kenneth L. Berg

RECEIVED
MAR 13 1956
FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN, Coos Bay
CHAS. H. REYNOLDS, MEMBER, La Grande
M. K. McIVER, MEMBER, Portland
H. B. GLAISYER, SECRETARY

S-26014
4563

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK, State Highway Engineer
W. C. WILLIAMS, 1st Asst. State Hwy. Engr.
W. W. STIFFLER, 2nd Asst. State Hwy. Engr.
C. W. ENFIELD, Chief Counsel

March 13, 1956

NOTED
W. C. WILLIAMS

Mr. Don C. Kyle
Spray, Oregon

Re: Moving Blue Mountain Toll Line Facilities, East Unit, Hamilton-Long Creek Section-Kemberly Long Creek Highway
Contract No. 4563

Dear Mr. Kyle:

The State Highway Commission now has under contract the improvement of the East Unit of the Hamilton-Long Creek Section of the Kimberly-Long Creek Highway, and it appears that portions of the Blue Mountain Toll Line installed under Permit No. 3412, issued August 8, 1950, are in the way of the construction as follows:

Station 1742 to Station 1751	7 Poles
Station 1759 to Station 1764	6 "
Station 1783 to Station 1792	9 "
Station 1835	1 "
Total	23 Poles

The purpose of this communication is to call upon you to move and re-establish these poles, at your own cost and expense, in accordance with the terms of Permit No. 3412. The State Highway Commission will make no reimbursement to you for any improvements or added facilities, except such as may be made essential solely by reason of the necessity of the moving of the portions of the toll line.

Regarding the new location of the poles, it is suggested that you get in touch with Mr. Kenneth L. Berg, at Long Creek, who is Resident Engineer for the Highway Commission.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. W. C. Williams ✓
Mr. Forrest Cooper
Mr. A. F. Parson
Mr. Kenneth L. Berg

FORM 830—GOM—2.50—62863

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 23, 1956

SUBJECT: E. Unit, Hamilton-Long Creek Sec.
Kimberly-Long Creek Highway
Contract #4563

To: Mr. W. C. Williams
Deputy State Highway Engineer

O F F I C E

W C. WILLIAMS

A telephone line belonging to the Round Basin Telephone Company, care of Ted Durst, Secretary, Long Creek, Oregon, occupies highway right of way along the southerly side of the existing road. There are 37 poles, Station 1742 to Station 1798, and a single pole at Station 1821, or a total of 38 poles that must be moved. The Round Basin Telephone Company has no permit covering its occupancy of the right of way.

I recommend that this company be notified to move its line immediately off the right of way or make a joint usership agreement with the Blue Mountain Toll Line of Spray. In case there are any questions as to the details of this move I suggest they be told to contact our Resident Engineer Kenneth Berg at Long Creek.

Forwarded herewith is a set of plans for the subject named section on which has been indicated in green the poles in question. The poles shown in red on this plan are those belonging to the Blue Mountain Toll Company, moving of which was the subject in another letter.

L. H. Young
Assistant Construction Engineer

LHY:ep

REFERRED
TO Porter
FOR Handling (Dunlap will initiate if needed)

FORM EDO—DOM—2-55—62656

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 23, 1956

SUBJECT: E. Unit, Hamilton-Long Creek Sec.
Kimberly-Long Creek Highway
Contract #4563

To:
Mr. W. C. Williams
Deputy State Highway Engineer

O F F I C E

PLEASE RETURN TO
W. C. WILLIAMS

W. C. WILLIAMS

A telephone line belonging to the Blue Mountain Toll Line, of Spray, occupies sections along the northerly side of the right of way on the subject named section as follows:

Station 1742	to Station 1751	7 Poles
Station 1759	to Station 1764	6 "
Station 1783	to Station 1792	9 "
Station 1835		1 "
	Total	23 Poles

This occupancy is under Permit No. 3412.

The pole line on the sections noted above will interfere with the construction of this unit. It is recommended that this company be notified to remove the line so as to clear for our construction work. The company should be further advised that any questions as to details on moving the line can be secured from our Resident Engineer Kenneth Berg at Long Creek.

Correspondence regarding the above should be addressed to Mr. Don C. Kyle, Spray, Oregon.

Forwarded herewith for your inspection is a set of plans on which has been indicated in red the poles that are to be moved. Also indicated on this set of plans are the poles conflicting with our construction owned by the Round Basin Telephone Company for which a separate letter is being prepared.

NOTED
E. F. Childsey

L. H. Young
Assistant Construction Engineer

LHY:ep
Attach.

RECEIVED
FEB 23 1956
OFFICE OF
CHIEF HIGHWAY ENGINEER

E. UNIT HAMILTON-LONG CREEK SEC. KIMBERLY-LONG CREEK HIGHWAY GRANT COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
8	OREGON	S-260(4)		

OREGON

Y DEPARTMENT

OSED PROJECT

O OILING

LONG CREEK SECTION
CREEK HIGHWAY

OUNTY

, 1955

BIDDING PLANS

3-I-2

E POLES IN WAY OF CONSTRUCTION

h Map

Miles
2

REGISTERED PROFESSIONAL ENGINEER 157 OREGON NOV. 8, 1919 R. H. BALDOCK

RECEIVED

STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION

BEN R. CHANDLER, Chairman
CHAS. H. REYNOLDS, Commissioner
M. K. McIVER, Commissioner

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED:

DISTRICT ENGINEER DATE

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Summary and Typical Section
3-6	Plan and Profile

Drg. No. 2051 - Misc. Structures

3.1-2

STATE OF OREG
STATE HIGHWAY DE

PLANS FOR PROPOSED

GRADING AND OILING T

E. UNIT, HAMILTON - LONG
KIMBERLY - LONG CREEK

GRANT COUNTY

NOVEMBER, 1955

SKETCH OF TELEPHONE P

Sketch Map

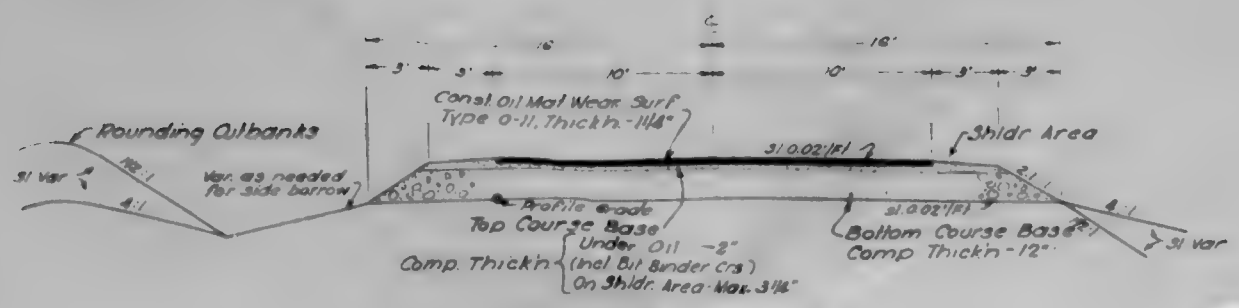
Scale 0 1 2 Mile

CONVENTIONAL SIGNS

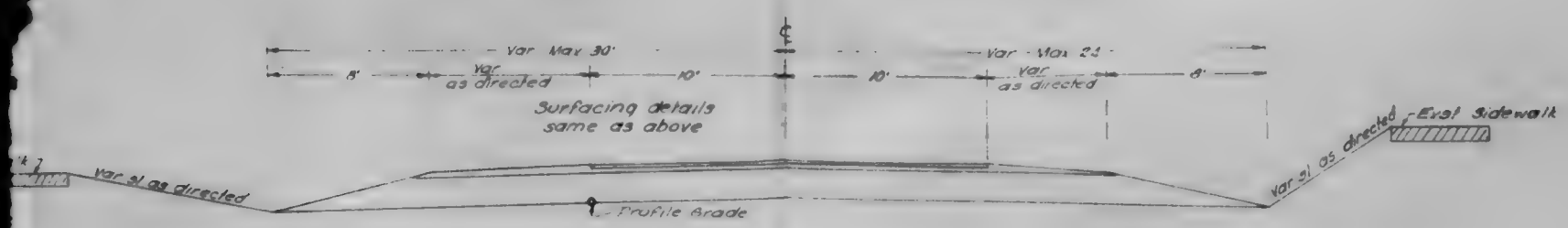
- State Line
- County Line
- City or Town Limits
- Township Line
- Section Line
- Donation Land Claim Line
- Fence Line
- Guard Rail
- Unfenced Property or Right of Way Line
- Existing Roads
- Trails
- Base or Survey Line
- Railroads
- Retaining Wall
- Culverts
- Drop Inlet
- Trolley Pole
- Power Pole
- Telephone or Telegraph Poles
- Marsh
- Irrigation Ditches
- Bridges
- Trees

E. UNIT HAMILTON-LONG CREEK SECTION KIMBERLY-LONG CREEK HWY. GRANT COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-260(4)		See Index

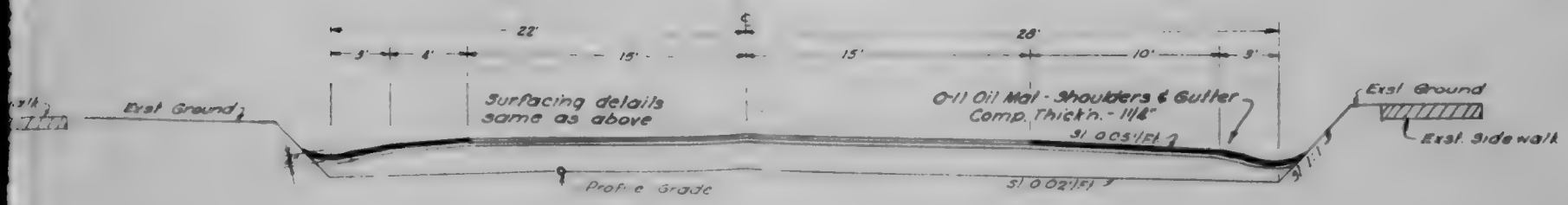
TYPICAL SECTIONS



Sta. 1742+00 - Sta. 1835+00



Sta. 1835+00 - Sta. 1841+00



Sta. 1841+00 - Sta 1848+70

SUMMARY

Length of FA Project 2.021 Miles

ITEM	UNIT	NET	ALLOWANCE	TOTAL
Clearing and Grubbing	All	All		All
Drainage Excavation, Unclassified	Cu Yd	370	30	400
General Excavation, Unclassified	" "	33,437	3,363	36,800
Short Overhaul	Yd Sta	31,194	3,106	34,300
Long Overhaul	C-Yd Sta	21	9	30
Finishing Roadbed and Slopes	Mile	2.02		2.02
Rounding Culbanks	Lin Ft	3200	300	3,500
12-inch Corrugated Metal Pipe	" "	194	16	210
18-inch " " "	" "	301	29	330
24-inch " " "	" "	44	6	50
72-inch " " "	" "	62	8	70
72-inch Arch Type Corrugated Metal Pipe	" "	88	12	100
12-inch Sewer Pipe	" "	654	46	700
Concrete Catch Basins	One	7	1	8
Coarse Crushed Material in Base	Cu Yd.	16,554	1,646	18,200
3/4"-0 Material in Base	" "	2,654	246	2,900
Sprinkling	M-Gal	480	40	520
Preparation of Base	Mile	2.02		2.02
3/4"-0 Material in Binder Course	Cu Yd	258	22	280
MC-2 Asphalt in Binder Course	Ton	43	3	46
Furnishing and Placing Aggregates	Cu Yd	1,300	70	1,370
150-200 Asphalt	Ton	90	10	100
RS-1 Asphalt	Ton	28	2	30

Exst Sidewalk

Exst Sidewalk

Exst

t Toll Line

T. 10 S., R 30 E., W.M.
(Under permit No 3412)

E. UNIT
HAMILTON-LONG CREEK SECTION
KIMBERLY-LONG CREEK HWY.
GRANT COUNTY

SHEET No 3

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-260(4)		See Index

100' Inst. 18" CMP-51'

1757+18.55 PSC

Exst Highway

S 11° 28' E

400' Spiral
S 12°00'
a 1.5

6° CL
Δ 29°59'
Ts 457.30'

1761+18.55 PSC

1762+18.32 PCS

400' Spiral
S 12°00'
a 1.5

1766+18.32 PT

Const 18' Rd Appr-Lt. +65

Const 16' Rd Appr-Lt. +25

Const 16' Rd Appr-Rt. +50
Inst 12" CMP 27'

400' Spiral
S 12°00'
a 1.5

1755+59.08 PT

Const 16' Rd Appr-Rt. +40

R/W Line

S 41° 27' E

R/W Line

60'

Telephone Co.
SECRETARY
ORE.

+12 Remove Exst 12" CMP
Inst 18" CMP-60'

+09 Remove Exst Timber Bridge
Inst 72"x44" Arch Type CMP-44'

+66 Remove Exst 12" CMP
Inst 18" CMP-63'

+65
Const. 18' Rd Appr.-Lt.

Remove Exst 12" CMP
Inst 18" CMP-60'
Dr Exc 14 C.Y.

+09 Remove Exst Timber Bridge
Inst 72"x44" Arch Type CMP-44'
Dr Exc 10 C.Y.

+66 Remove Exst 12" CMP
Inst 18" CMP-63'
Dr Exc 10 C.Y.

+25
Const. 16' Rd Appr.-Lt.

+40
Const. 16' Rd Appr.-Rt.

+50
Const. 16' Rd Appr.-Rt.
Inst 12" C.M.P.-27'
Dr Exc 1 C.Y.

Inst 18" C.M.P.-51'
Dr Exc 35 C.Y.

3780

3770

-2.40

3755.64

1000' V.C.

3770

3760

3750

Subgrade -10'-11' C.R.K.

-2.40

3780

EXC. 103'
Emb. 88

EXC. 1911

3770

Emb. 1529

EXC. 2072

S.O.H. 5967 Yd Sta.

Emb 1651

EXC. 873
Emb. 538

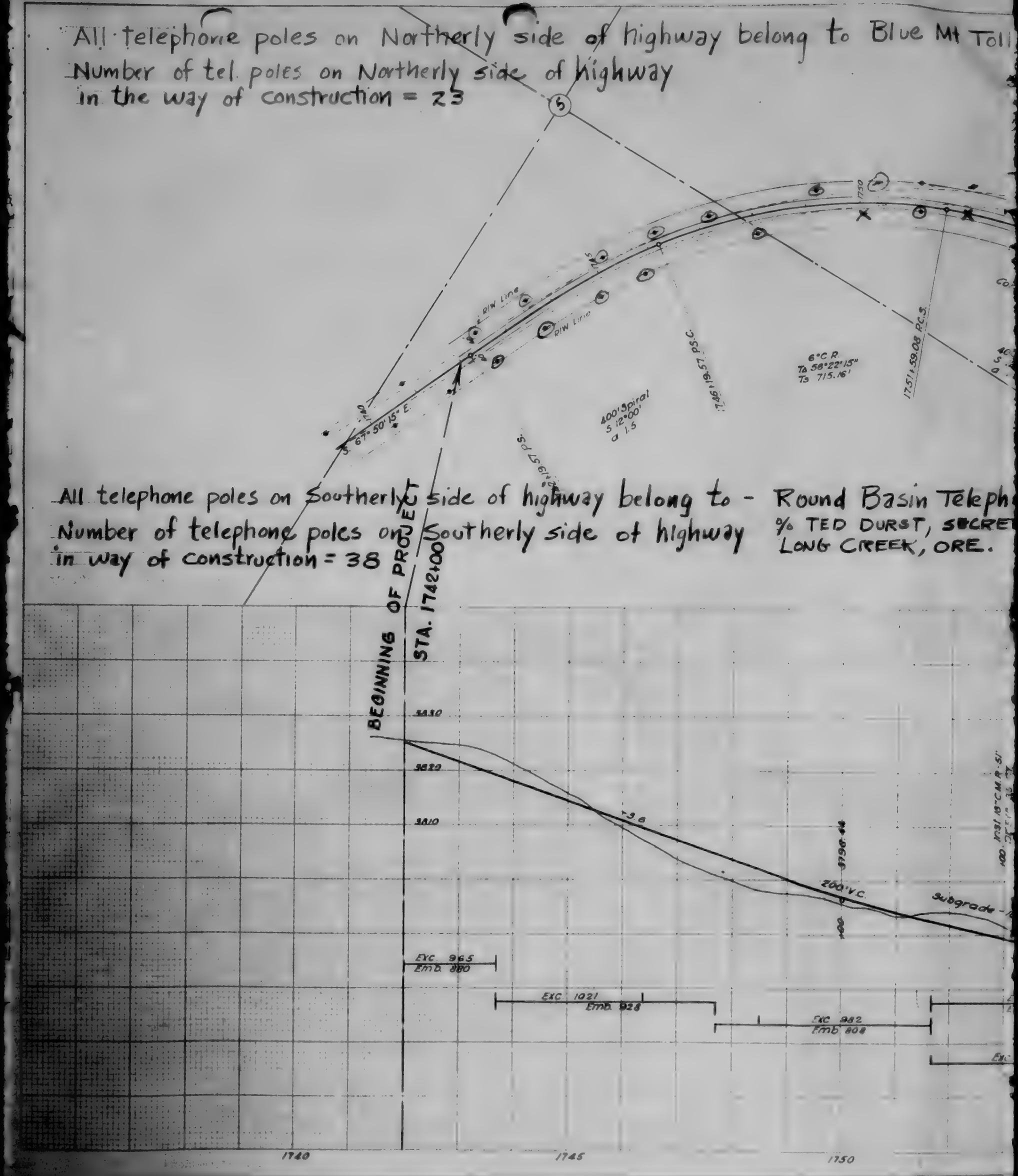
See Sht. 4

1755

1760

All telephone poles on Northerly side of highway belong to Blue Mt Tel
Number of tel. poles on Northerly side of highway
in the way of construction = 23

All telephone poles on Southerly side of highway belong to - Round Basin Teleph
Number of telephone poles on Southerly side of highway % TED DURST, SECRE
in way of construction = 38 LONG CREEK, ORE.



E.UNIT
HAMILTON-LONG CREEK SECTION
KIMBERLY-LONG CREEK HWY.
GRANT COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	S-260(4)	

SHEET NO. 4
TOTAL SHEETS

S., R. 30 E., W.M.

Sec. 8
Sec. 9

1792+94.80 PT

500' Spiral
S 10°00'
a 0.8

4° C.L.
Ts 28°25'55"
Ts 614.47'

1785+84.00 P.S.C.

1787+94.80 P.C.S.

RIW Line
S 69°52'55" E.
RIW Line

Const. 16' Rd Appr - Lt
Const. 16' Rd Appr - Lt
Inst 12" C.M.P - 27'

Const. 16' Rd Appr - Rt
Inst 12" C.M.P - 27'

Const 20' Co Rd Conn. - Rt
Inst. 18" C.M.P - 33'

Remove Exist. Timber Bridge
Inst. 72"-44" Arch Type C.M.P.

Const. 20' Co Rd Conn. - Rt
Inst. 18" C.M.P - 33'
Or Exc. 12 C.Y.

Const. 16' Rd Appr - Lt
Inst. 12" C.M.P - 27'
Or Exc. 2 C.Y.

Const. 16' Rd Appr - Lt
Inst. 12" C.M.P - 27'
Or Exc. 1 C.Y.

Remove Exist. Timber Bridge
Inst. 72"-44" Arch Type C.M.P.
Or Exc. 10 C.Y.

3803.32

1400' V.C.

3756.57

300' V.C.

-5.0

S.O.H. 108 Yd. S/Q.
Exc. 445
Exc. 446
Exc. 3085
Emb. 2488
Exc. 1244
L.O.H. 4 C.Yd. S/Q.
S.O.H. 1098 Yd. S/Q.
Exc. 859
Emb. 187
S.O.H. 3414 Yd. S/Q.
Exc. 1038
Emb. 831
Emb. 998

1785
1790
1795
1800

T. 10 S., R. 30 E., W.M.

Sec. 5
Sec. 8

Creek

R/W line

S. 41° 27' E.

Channel Change

Paul

R/W Line

Exist. Highway

1780+84.00 P.S.

1785+84.00 P.S.C.

500' Spiral
S 10° 00'
D 0.8

123 - Remove Exist. Timber Bridge
Inst. 72" C.M.P. - 62'

109 - Remove Exist. 12" C.M.P.
Inst. 18" C.M.P. - 48'

Inst. Channel Change - 50'
Bott. Width - 4', Side Sl. - 1&2:1
Dr. Exc. - 30 C.Y.

123 - Remove Exist. Timber Bridge
Inst. 72" C.M.P. - 62'
Dr. Exc. 6 C.Y.

109 - Remove Exist. 12" C.M.P.
Inst. 18" C.M.P. - 48'
Dr. Exc. 6 C.Y.

Subgrade - 10' L.I. & R.I.

+2.1%

1400' V. C.

Exc. 2918

Emb. 2331

S.G.H. 6216 Yd. Sta.

Emb. 2092

Exc. 2622

Emb. 938

S.G.H. 108 Yd. Sta.

Emb. 2468

Exc. 308

1770

1775

1780

1785

E. UNIT
HAMILTON-LONG CREEK SECTION
KIMBERLY-LONG CREEK HWY.
GRANT COUNTY.

SHEET No 5

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-260(4)		

LONG CREEK

MAIN ST.

West City Limits of Long Creek

+50 Const. 20' Rd. Conn.-Lt

+60 Const. 20' Rd. Conn.-Rt. Inst. 12"C M.P.-36' Dr Exc. 2 C.Y.

1831+89.94 P.I.

400'Sp.

R/W Line

R/W Line

+60 Const. 20' Rd. Conn.-Rt. Inst. 12"C M.P.-36'

+50 Const. 20' Rd. Conn.-Lt

+60 Const 20' Rd. Conn.-Rt. Inst. 12"C M.P.-36' Dr Exc. 2 C.Y.

1000' V.C.

+4.66

-4.00

3790

3780

3770

Exc. 11

Exc. 278

Emb. 7

L.O.H. 3 C.Yd. S/Cr

S.O.H. 1668 Yd. S/Cr

Exc. 399
Emb. 320

Exc. 1880

S.O.H. 4592 Yd. S/Cr

Emb. 218

Exc. 141
Emb. 113

Exc. 532
Emb. 420

Exc. 499
Emb. 393

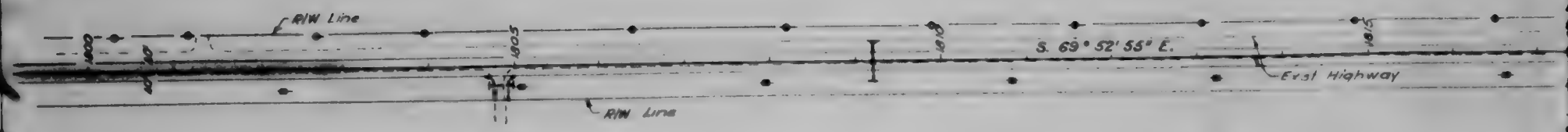
Emb. 1481

1820

1825

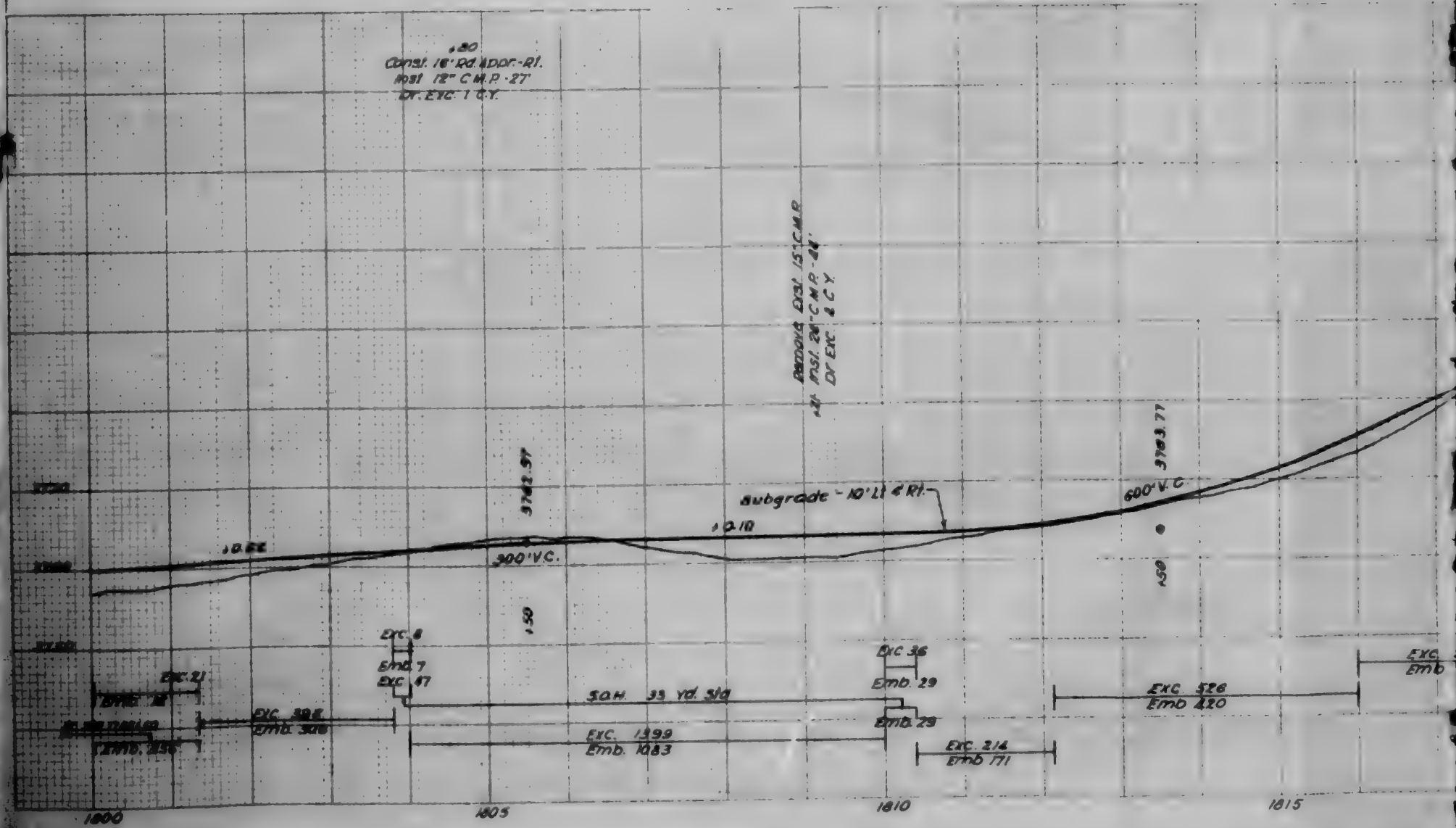
1830

T. 10 S., R. 30 E., W.M.



+80
Consl. 18' Rd. Appr. - Rt.
Inst. 12" C.M.P. - 27'

+21 Remove Exst. 15" C.M.P
Inst 24" C.M.P. - 44'



E. UNIT
HAMILTON – LONG CREEK SECTION
KIMBERLY-LONG CREEK HWY.
GRANT COUNTY

SHEET No. 6

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-260(4)		See Index

To Pendleton

Const. Conc. C.& G.-Lt.
150' Inst. 12" Sewer P-60'

1848+79.14 P.O.T. - Kimberly - Long Creek Hwy. =
7+53.82 P.O.C. - Pendleton - John Day Hwy =

C R E E K

3° C V

Sec. 9 | Sec 10

Const. Conc. C.& G.-Rt.
175' Inst. 12" Sewer P-30'

END OF PROJECT
STA. 1848+30

Const. Conc. C.& G.-Rt.
175' Inst. 12" Sewer P-30'
Or Exc. 30 C.Y.

Const. Conc. C.& G.-Lt.
Inst. 12" Sewer P-60'
Or Exc. 18 C.Y.

3741.08

3750

3740

Flow Line el 3736.00

Flow Line el at outlet - 3732.00

3730

10 S., R. 30 E., W.M.

LONG

Main St.

Rock St.

Summit St.

First

Second

Eagle St.

Allen St.

Hardisty St.

Sec. 9

Sec

Const. 18' Rd. Appr. - Lt.

Const. 20' Rd. Conn. - Rt.

Const. 18' Rd. Appr. - Rt.

Inst. 12" C.M.P. - 50'

Remove Exist. 18" C.M.P. - 48'

Inst. 18" C.M.P. - 48'

Exist Water Pipe

Exist Sidewalk

Exist 24" C.M.P.

Inst. 12" Sewer P - 186'

Inst. 12" Sewer - 150'

Inst. 12" Sewer P - 156'

Inst. 12" Sewer P - 150'

Inst. 12" Sewer P - 60'

Const. Conc. C.B. - Lt.

Const. Conc. C.B. - Rt.

R/W Line

N. 89° 14' 15" E.

400' Spiral

Δ 19°00'

L.C. 76.0

Δ 20°52'50"

D 3°

R 1910.08'

T 187.12'

L 387.12'

T 158.08'

E 8.0

1836+30.95 P.T.

1831+53.94 P.C.

1835

1840

1845

Subgrade - 10' Lt. & Rt.

300' V.C.

150' V.C.

100' V.C.

-4.00

-0.50

-4.50

-3.20

-5.09

-0.08

-3.00

-0.80

Flow Line el. 3754.00

F.L. Exist CUN el. 3744.80

℄ Flow Line el. 3755.00

Flow Line el. 3741.50

Flow Line el. 3736.00

Excl. 1100

Emb. 280

S.O.H. 3600 Yd. S/A

Excl. 1100

Excl. 7

Emb. 6

Excl. 690

Emb. 880

L.O.H. 12 C.Yd. S/A

S.O.H. 4500 Yd. S/A

Emb. 550

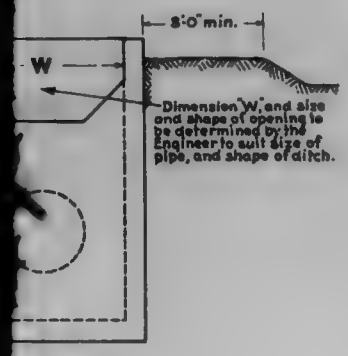
END OF PROJECT

STA. 1848+70

DATE	REVISIONS and/or ADDITIONS	
Sept. 1949		Sight Posts
Sept. 1953		Metal Sight Posts
Mar. 1954	Metal Sight Posts	
April 1954		Elliptical Inlet
Oct., 1954 Aug., 1955	Metal Sight Posts	Meta[illegible] Rail

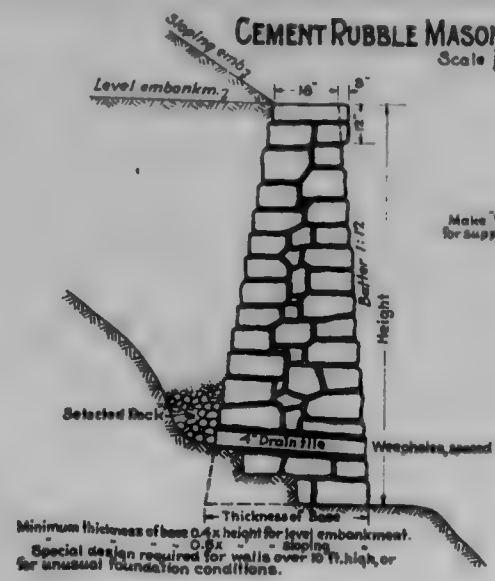
...pe is used, the seams and ...close riveted and soldered ...re watertight by placing ...p under the coupling bands. ...ed, joints shall be made ...collars constructed as ...w.

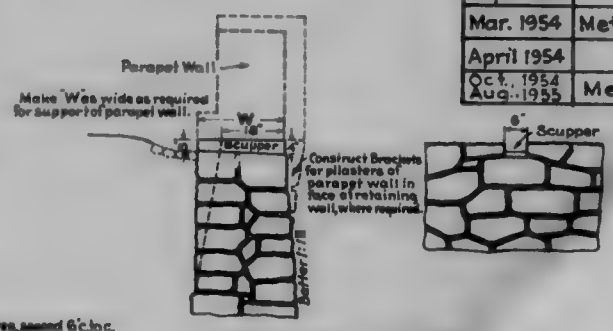
...ENT MORTAR COLLAR
...roove Concrete Pipe



...D VIEW

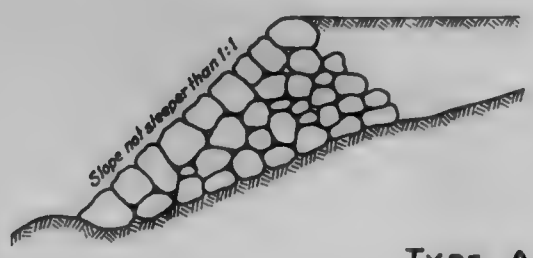
CEMENT RUBBLE MASONRY RETAINING WALL
Scale ⅜"=1ft.


Sloping emb't
Level embankm't
16"
8"
Batter 1:12
Height
Selected Rock
4" Drain Tile
Weepholes, spaced 6' c. to c.
Thickness of Base
Minimum thickness of base 0.4 x height for level embankment.
" " 0.8x " " sloping
Special design required for walls over 10 ft. high, or for unusual foundation conditions.

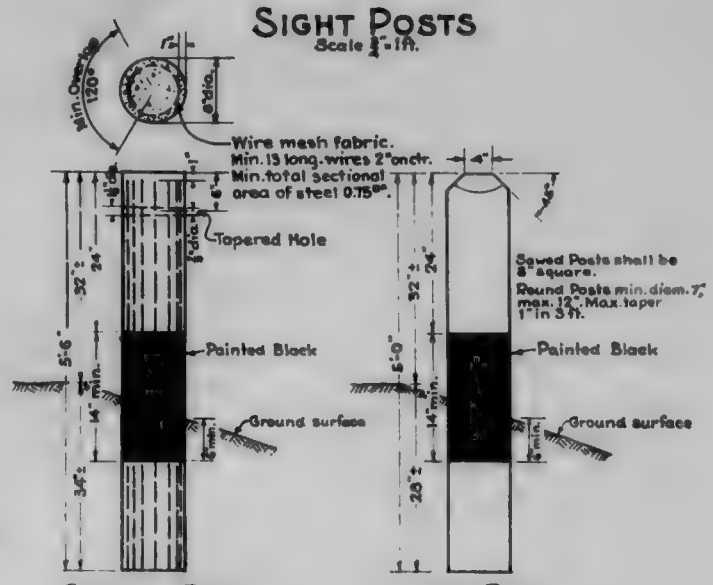

Parapet Wall
Make "W" as wide as required for support of parapet wall.
W
16"
Scupper
Construct Brackets for pilasters of parapet wall in face of retaining wall, where required.
Batter 1:12
8"
Scupper
Where parapet wall is to be constructed on top of retaining wall, Scuppers as shown shall be built into retaining wall, spaced about 30' c. to c. Coping to be omitted.

DETAIL of TOP of RETAINING WALL
On which Parapet Wall is to be constructed

HAND PLACED ROCK SLOPE
No Scale



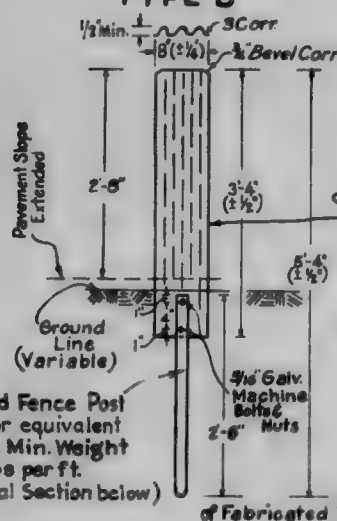
SIGHT POSTS
Scale ½"=1ft.



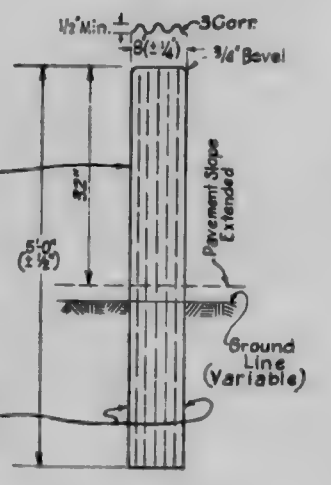
CONCRETE POST
Adopted Sept. 1949.

WOOD POST

TYPE B



TYPE A



Standard 166a.
Galv. Corr. Metal
(To conform to AASHO. Designation: M-36)

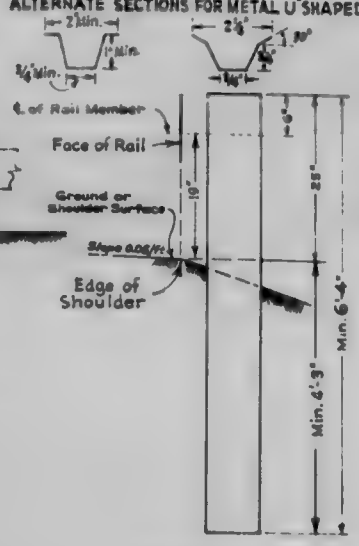
All Corrugated Metal Members in any shipment to be identical in width

Side cuts to be at crests or low points of corrugations

Corr. Metal portion of Fabricated Post when resting on plane surface not to vary therefrom more than ½" at any point

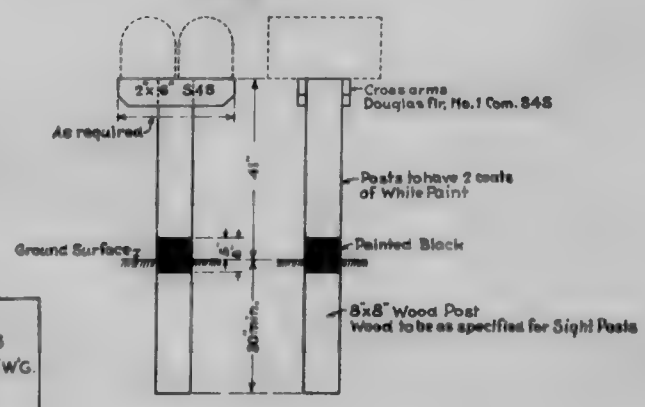
METAL SIGHT POSTS
Scale: ¾"=1ft.

ALTERNATE SECTIONS FOR METAL "U" SHAPED POST



POST INSTALLATION

MAIL BOX POST
Scale ½"=1ft.


2"x8" S4S
Cross arms Douglas fir, No. 1 Com. S4S
As required
41"
Posts to have 2 coats of White Paint
Ground Surface
Painted Black
8"x8" Wood Post
Wood to be as specified for Sight Posts

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRW'G.
FOR EXAMPLE:
INDICATED SCALE ¾"=1'-0"
SHOULD BE READ ⅜"=1'-0".
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

OREGON STATE HIGHWAY DEPARTMENT

Details of

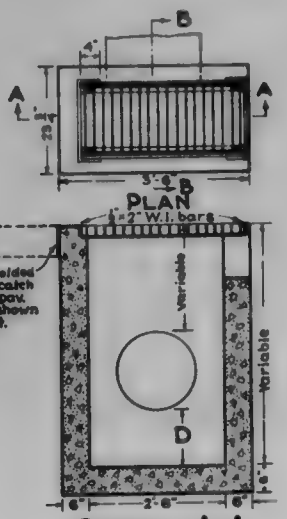
MISCELLANEOUS STRUCTURES
FOR INTERURBAN PROJECTS

Scales: As Shown Aug., 1940

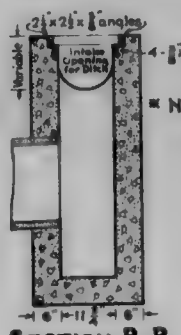
DRG. No. 2051

CONCRETE CATCH BASIN

Scale ½"=1ft.



NOTE:
Catch Basin shown is for location in ditch.
Grating: ½"x2" W.I. bars, 2" c. to c., riveted to ½"x2" W.I. side bars through ½"x½" holes.
Overall dimensions of Grating 15½" x 36"
Inside - - Frame 16" x 36½"
For catch basins in streets or not requiring a grate, inlets to catch curb side of intersections shall be 3'-0" x 3'-0" grating as shown for catch inlet.
D = 8" for catch basin connected to culvert
D = 12" " C.B. connected to sewer, on paved street.
D = 24" " " " unpaved or partly paved street, or other unpaved area.
(D = 24" on all streets in City of Portland)



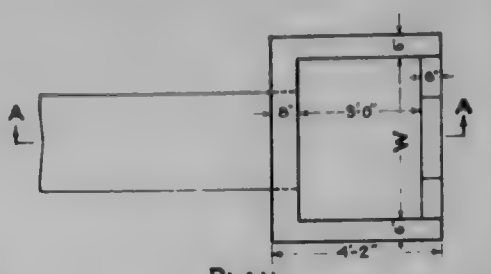
* NOTE:
⅜" fillet welds, on each side of each cross bar, may be substituted for riveting to side bars.

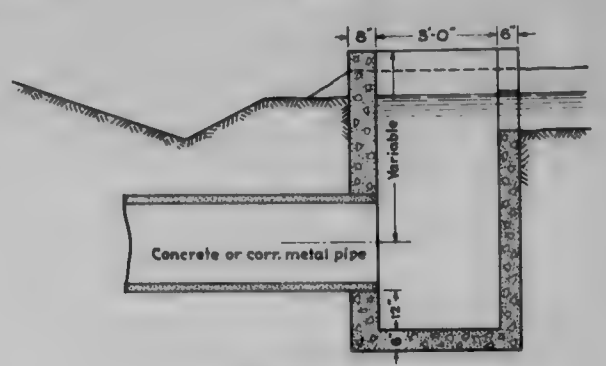
NOTE
All Concrete to be "Class A"

SIPHON

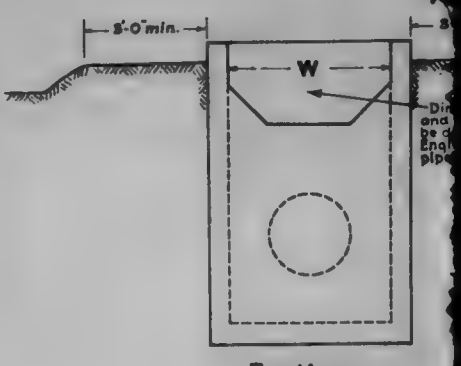
Scale ½"=1ft.

NOTE:
If corrugated metal pipe is used, the seams factory joints shall be close riveted and solde field joints shall be made watertight by pla asphalt treated burlap under the coupling b
If concrete pipe is used, joints shall be m watertight by mortar collars constructe shown on detail below.



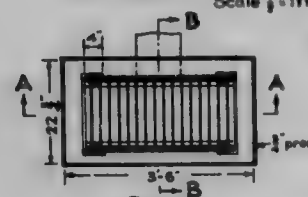


DETAIL of CEMENT MORTAR C
For Tongue & Groove Concrete Pip

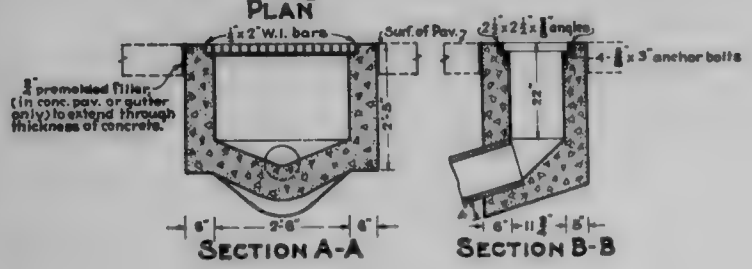


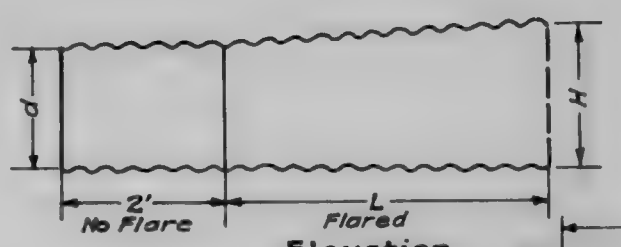
CONCRETE CATCH INLET

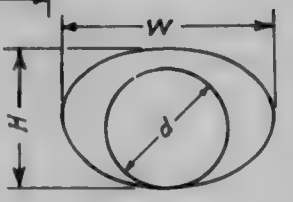
Scale ½"=1ft.



NOTE:
Grating: ½"x2" W.I. bars, 2" c. to c., riveted to ½"x2" W.I. side bars through ½"x½" holes.
Overall dimensions of Grating 15½" x 32"
Inside - - Frame 16" x 32½"







FLARE TABLE				
Pipe Dia d	W	H	L	Gage
15"	27"	18"	4'	16
18"	31"	21"	4'	16
24"	43"	27"	4'	16
30"	50"	32"	4'	16
36"	55"	40"	4'	14
42"	62"	47"	6'	14
48"	71"	54	6'	14
54"	76"	61"	6'	14
60"	85"	68"	6'	12
72"	100"	80"	6'	12

NOTES
Use standard band for connection.
Dimensions W and L subject to manufacturing tolerances.

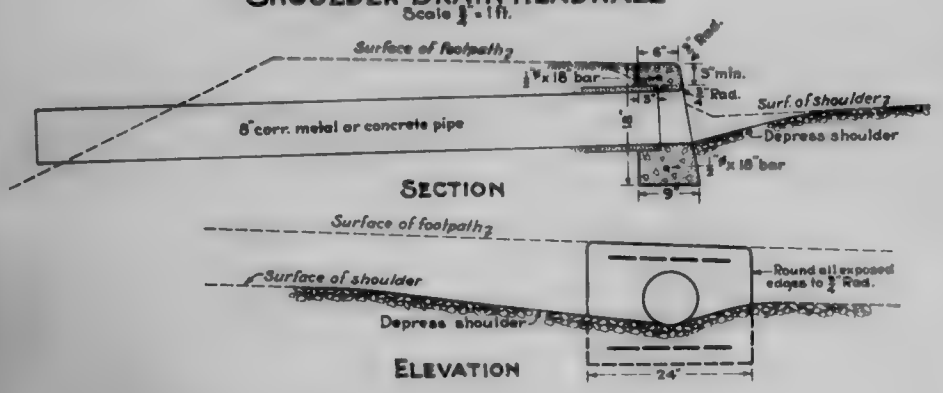
"U" Shaped Fen
Material or equi
Painted. Min.
1.33 lbs per
(See Typical Sec

Pavement Slope Extended

(Var

SHOULDER DRAIN HEADWALL

Scale ½"=1ft.



DETAIL of ELLIPTICAL INLET for CORR. METAL PIPE

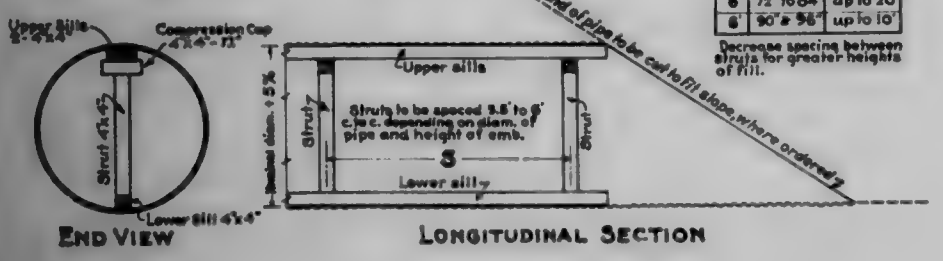
DESIGN for CORRUGATED METAL PIPE STRUTTING

For Pipes 42" or over in Diam.
No Scale

NOTE:
42" pipe shall be strutted if emb. over pipe is more than 50'
48" " " " " " " 20'
54" pipe and larger sizes shall be strutted regardless of height of embankment.

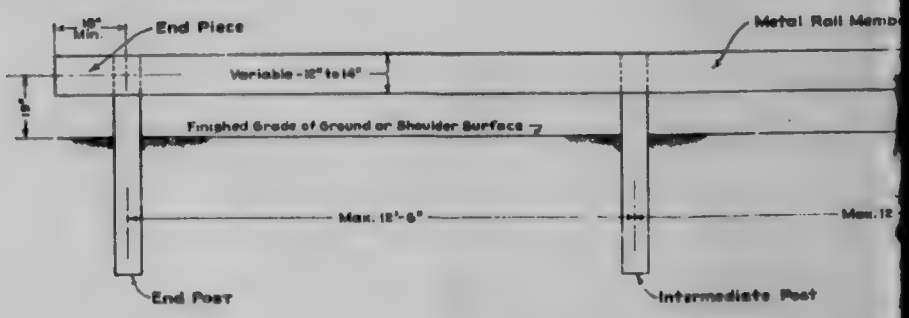
STRUT SPACING		
S	Dia. of Pipe	Ht. of Fill
6'	48"	20' to 30'
6'	54" to 66"	up to 30'
6'	72" to 84"	up to 20'
6'	90" & 96"	up to 10'

Decrease spacing between struts for greater heights of fill.


Upper Sills 2-4"x4"
Compression Cap 4"x4"-11"
Strut 4"x4"
Lower Sill 4"x4"
END VIEW
End of pipe to be cut to fit slope, where ordered
Upper sills
Struts to be spaced 5.5' to 6' c. to c. depending on diam. of pipe and height of emb.
Struts
S
Lower sills
LONGITUDINAL SECTION

METAL GUARD RAIL

No Scale



NOTE:
For details of Materials and Erection see Standard Specifications and Special Provisions.

FORM S-123 5CM REVISED 2-55

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MAR 15 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

5-2-0 147

4563

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 13, 1956

NOTED
W. C. WILLIAMS

Round Basin Telephone Company
c/o Ted Durst, Secretary
Long Creek, Oregon

Re: Moving Round Basin Telephone Company Facilities, East Unit, Hamilton-Long Creek Section, Kimberly-Long Creek Hwy. Contract No. 4563

Gentlemen:

The State Highway Commission is engaged in the improvement of the East Unit of the Hamilton-Long Creek Section of the Kimberly-Long Creek Highway, and it appears that 37 of your telephone poles between Highway Engineer's Stations 1742 and Station 1798 and a single pole at Highway Engineer's Station 1821 will have to be moved by reason of the construction project.

The purpose of this communication is to call upon you to either remove your pole from the State highway right of way or to enter into a joint user agreement with Blue Mountain Toll Line under the terms of ORS 758.020. You will note from that statute that if you are unable to agree upon the terms and conditions of joint occupancy, the matter may be brought before the Public Utilities Commissioner for adjudication.

The revisions in your line, which must be made, will have to be at the cost and expense of Round Basin Telephone Company without reimbursement from the Highway Commission.

It is requested that you give this matter your prompt attention.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. W. C. Williams ✓
Mr. Forrest Cooper
Mr. A. F. Parson
Mr. Kenneth L. Berg

CPR-1933

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Or
County Grant
Project No. S-260(4)
U563

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 8th day of Feb., 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 18th day of October, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 2.021 miles of grading, draining, and 2-lane intermediate type surfacing (Character of work)

between F.A. Route 6 at Kimberly and a county road junction approximately 3 miles east of the Malheur National Forest Boundary (Character of work),

consisting of 2.021 miles of roadway and no (Number) bridges [redacted] miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of fifty-five thousand and 00/100 dollars ($55,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is ninety thousand, seventy-five and 70/100 dollars ($90,075.70).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL

Deputy State Highway Engineer

THE OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer, Bureau of Public Roads

—33205

Oregon State Highway Department

Federal-aid Secondary
Project No. S-260(4)

LAST UNIT, HAMILTON-LONG CREEK SECTION

OF THE KLONDYKE-LONG CREEK HIGHWAY IN GRANT COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Nov. 23, 1955

Type Code 4231
Roadway (Sta. 1742+00 to 1848+70) (Contract No. 4663)

All Required	Clearing and Grubbing			$ 2,000.00
400 cu. yds.	Drainage Excavation, Unclassified	$	3.00	1,200.00
36,800 cu. yds.	General Excavation, Unclassified		0.28	10,304.00
34,300 yd. sta.	Short Overhaul		0.01	343.00
30 C-yd.sta.	Long Overhaul		10.00	300.00
2.02 miles	Finishing Roadbed and Slopes		500.00	1,010.00
3,500 lin. ft.	Rounding Cutbanks		0.15	525.00
210 lin. ft.	12" Corrugated Metal Pipe		2.75	577.50
330 lin. ft.	18" Corrugated Metal Pipe		3.75	1,237.50
50 lin. ft.	24" Corrugated Metal Pipe		5.50	275.00
70 lin. ft.	72" Corrugated Metal Pipe		30.60	2,142.00
100 lin. ft.	72" Arch Type Corrugated Metal Pipe		29.25	2,925.00
700 lin. ft.	12" Sewer Pipe		1.90	1,330.00
8 only	Catch Basins		100.00	800.00
18,200 cu. yds.	Coarse Crushed Material in Base		1.90	34,580.00
2,900 cu. yds.	3/4" - 0 Material in Base		1.90	5,510.00
520 M-gal.	Sprinkling		3.00	1,560.00
2.02 miles	Preparation of Base		250.00	505.00
280 cu. yds.	3/4"- 0 Material in Binder Course		3.10	868.00
46 tons	MC-2 Asphalt in Binder Course		50.00	2,300.00
1,370 cu. yds.	Furnishing and Placing Aggregates		3.50	4,795.00
100 tons	150-200 Asphalt		48.00	4,800.00
30 tons	MS-1 Asphalt		50.00	1,500.00
				$ 81,337.00
All Required	Flagging (57½ of Contractor's Cost)			500.00
	Subtotal			$ 81,337.00
	10% Engr. & Cont.			8,188.70
	Total			$ 90,075.70

Length of Roadway 2.021 Miles
Cost of Roadway Per Mi. $44,569.86

Federal Funds	$ 55,000.00
State Funds	35,075.70
	$ 90,075.70

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds For Maint.: Chap. 529, Laws 1939.

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JAN 6 1956
FOR FILING

S-21 (4)
4563

January 5, 1956

Mr. H. E. Evans
Division Manager
California Pacific Utilities Company
Baker, Oregon

Dear Sir:

This letter is to request you to proceed, at your earliest convenience, with the movement of 32 power poles located along the East Unit of the Hamilton-Long Creek Section of the Kimberly-Long Creek Highway.

Twenty-seven of these poles which are outside of the city limits of Long Creek occupy private right of way, and the state will reimburse you for the expense of moving these 27 poles, which you estimate will cost $60 per pole.

There are five poles located within the city of Long Creek which are not on private right of way, and the movement of these poles must, therefore, be at the expense of your Company.

We will appreciate your early attention to the movement of the poles in order that our contractor will not be delayed in reconstruction of the existing highway.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

WCWime

cc Mr. R. H. Baldock
Mr. Forrest Cooper
Mr. A. F. Parson
Mr. C. H. Maison
Mr. J. W. DeSousa

Contract No. 4563

FORM H-30X—67,000—6-58—61067

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
December 22, 1955

SUBJECT: File No. 23624
E. Unit, Hamilton-Long Creek Section
Kimberly-Long Creek Highway
Grant County

To: Mr. Forrest Cooper
Construction Engineer
Salem, Oregon

Attention: L. H. Young

You evidently have a copy of Mr. DeSouza's letter of December 20 in regard to moving a pole of the California-Pacific Utilities Company power line, East Unit, Kimberly-Long Creek Section, Kimberly-Long Creek Highway.

We believe that it would be in order at this time to notify the Company that the poles are to be moved. This notification in accordance with ~~your~~ the instructions in your letter of November 3, 1955.

A. F. Parson
Division Engineer

by C. D. Canton
C. D. Canton
Office Engineer

CDC:ee
cc - K. L. Berg

RECEIVED
DEC 23 1955
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
DEC 23 1955
FOR FILING

D-3.01(4)
4563

December 22, 1955

E. H. Itschner Co.
P. O. Box 316
Molalla, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4563, which was awarded to you by the State Highway Commission on November 4, 1955, covering East Unit, Hamilton-Long Creek Section of the Kimberly-Long Creek Highway in Grant County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
DEC 21 1955
FOR FILING

FORM 830—50M—2-55—92966
E-260(4)
4563

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
December 20, 1955

SUBJECT: East Unit, Hamilton-Long Cr. Sec.
Kimberly-Long Creek Highway
California-Pacific Power Line

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

Herewith I return to you letter from L. H. Young, dated December 7; copy of letter from A. F. Parson to Forrest Cooper, dated December 5; and copy of Franchise to California-Pacific Utilities Company from the town of Long Creek, dated October 2, 1952, with accompanying acceptance by the Company.

I am also attaching copy of letter written this date to Mr. Orval D. Yokom, John Day, Oregon, Attorney for California-Pacific Utilities Company, with reference to the moving of 27 poles easterly of the city limits and 5 poles within the city limits of Long Creek, which I believe you will find applicable to the questions involved.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. Forrest Cooper
Mr. A. F. Parson
Mr. C. H. Maison
Mr. W. C. Crews
File No. 23624

RECEIVED
DEC 20 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-122X 2-M 2-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 20, 1955

Yokom and Campbell
Attorneys at Law
Grant County Bank Building
John Day, Oregon

Attention: Mr. Orval D. Yokom

Re: File No. 23624
East Unit-Hamilton-Long Creek Section
Kimberly-Long Creek Highway
Grant County

Dear Mr. Yokom:

Your letter of November 25, relative to the moving of California-Pacific Utilities Company's power line on property acquired from right of way from Gerald Shaw, and his mother, Ella Shaw, near the town of Long Creek, in Grant County, was referred to me for reply.

The matter was taken up with Mr. A. F. Parson, Division Engineer, and he advises that there are 27 poles on the Round Basin-Long Creek Section of the Kimberly-Long Creek Highway, which I assume are the poles across the Shaw property, that were located outside of the original right of way but are included within the additional right of way purchase.

These appear to be the poles covered by permit to William F. Mahrt, under date of November 27, 1945, but that notwithstanding the permit, the poles were actually constructed outside of the original highway right of way boundary. Under these circumstances, it is being recommended that California-Pacific Utilities Company be reimbursed for the moving and re-establishment of the power line.

Later correspondence indicates that there are 5 poles within the City of Long Creek, but that these are not on a city street over which the City had jurisdiction and would have authority to include in the resolution of October 2, 1952, authorizing the Company to occupy city streets. Without going into the question of whether, or not, the public would be obligated to pay for the moving of the poles in the event they were located within a city street over which the City had jurisdiction, it is our opinion that under the special circumstances, it is the obligation of California-Pacific Utilities Company to move and relocate these 5 poles at its own expense.

JWD:RN
cc: Mr. W. C. Williams
Mr. Forrest Cooper
Mr. A. F. Parson
Mr. C. H. Maison
Mr. W. C. Crews with permit
File 2079

Very truly yours,

C. W. ENFIELD
Chief Counsel

By J. W. DeSOUZA
Assistant Counsel

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 7th, 1955

SUBJECT: East Unit, Hamilton-Long Creek Section
Kimberly-Long Creek Highway
Cal.-Pac. Power Line

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

Herewith copy of a letter from Division Engineer Parson in which he outlines the power pole situation along the subject-named section of highway. Mr. Parson advises that there are 27 poles outside of the city limits of Long Creek which occupy private right of way. He has apparently been in contact with Mr. DeSouza who has advised him that it would be our obligation to pay for the moving of these poles.

In addition to the above, there are 5 poles within the city limits of Long Creek which occupy a position within our old right of way. In accordance with established principles, it would be incumbent upon the power company to move these at their own cost. Forwarded is a copy of the power company's franchise in Long Creek; however, I do not believe it has any bearing on the poles under consideration as they are not located on a platted street.

I recommend that the power company be notified to relocate their line to accommodate the construction on the following basis: That we will pay for the 27 poles lying easterly of the city limits of Long Creek, and that they will have to move those within the city limits of Long Creek at their own expense.

L. H. Young
Ass't. Construction Engineer

LHY:AR
Enc. 2

RECEIVED
DEC 7 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-30X—37,500—2-55—52867

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
December 5, 1955

SUBJECT: Round Basin-Long Creek Section
Kimberly-Long Crek Highway
Cal-Pac. Power Line

To:

Forrest Cooper
Construction Engineer
Salem

On November 18, 1955 the Cal-Pac Utilties Company was requested to move their power line from the Round Basin-Long Creek Section of the subject highway. A copy of this request was sent to your office.

Yokom & Campbell, Attorneys for the Cal Pac wrote to Mr. Enfield on November 25 protesting that move should be made at Utitity Company's expense.

Mr. DeSouza phone me last week and advised that he believed we would have to pay for the moving of all poles that were not within our old property limits.

Our Resident Engineer Mr. K. Berg advises that there are no poles within our old right of way; that there are 27 outside right of way, and that Cal Pac estimates it will cost $60 per pole to move them.

There are five additional poles within the city limits of Long Creek from Station 1822 to 1834.

I would be of the impression that we would not have to pay for moving of these five poles. A copy of the franchise with Long Creek is enclosed. The point of who pays for moving in city limits is not clearly defined in this franchise, but usual proceedure is that power company pays.

Please advise.

A. F. Parson
Division Engineer

AFP:gb
cc J. DeSouza
R. L. Porter
K. L. Berg

FORM E-20X—37,500—2-55—62967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
December 5, 1955

SUBJECT Round Basin-Long Creek Section
Kimberly-Long Crek Highway
Cal-Pac. Power Line

To:

Forrest Cooper
Construction Engineer
Salem

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Please advise.

A. F. Parson
Division Engineer

AFP:gb
cc J. DeSouza
R. L. Porter
K. L. Berg

ACCEPTANCE OF FRANCHISE

The Undersigned, CALIFORNIA-PACIFIC UTILITIES COMPANY, a California corporation, does hereby accept the Franchise granted to it by Resolution No. 111 of the Town of Long Creek, State of Oregon, adopted by the Common Council, and approved by the Mayor of said Town on October 2, 1952, and the rights, privileges, and franchise granted thereby, and does hereby accept and agree to be bound by the terms and conditions, stipulations and provisions of said ordinance.

Dated: October 15, 1952

CALIFORNIA-PACIFIC UTILITIES COMPANY

By J. A. Ward

President

ATTEST:

B. M. Love

Secretary

Received for Recordation:

October 21 1952

Vada Tanler

Recorder

Louis Farmer

Mayor

Town of Long Creek, Oregon

hereby granted are, and shall be, upon the following conditions:

(a) The Grantee, prior to the effective date

RESOLUTION NO. 111

A RESOLUTION GRANTING TO CALIFORNIA-PACIFIC UTILITIES COMPANY, ITS SUCCESSORS AND ASSIGNS, THE FRANCHISE AND PRIVILEGE TO CONSTRUCT, MAINTAIN, OPERATE, USE, REPAIR AND REPLACE A SYSTEM OF ELECTRICAL TRANSMISSION LINES AND APPURTENANT POLES, POSTS, TOWERS, WIRES, CONDUITS AND OTHER STRUCTURES AND EQUIPMENT IN THE TOWN OF LONG CREEK, OREGON, FOR THE PURPOSE OF SUPPLYING ELECTRICAL ENERGY FOR LIGHT, HEAT, POWER AND OTHER PURPOSES TO SAID CITY, ITS INHABITANTS AND OTHERS.

BE IT RESOLVED BY THE PEOPLE OF THE TOWN OF LONG CREEK, OREGON:

Section 1. Subject to the terms and conditions hereof, and for the term hereinafter set forth, there is hereby granted to CALIFORNIA-PACIFIC UTILITIES COMPANY, a California corporation duly authorized to do business in the State of Oregon, its successors and assigns (hereinafter called the "Grantee"), the right, privilege and franchise to construct, maintain, operate, use, repair and/or replace a system of electrical transmission lines and appurtenant poles, posts, towers, wires, conduits and other structures and equipment in, on, upon, over, under or beneath the public highways, streets or alleys of the Town of Long Creek, Oregon (hereinafter called the "Town"), for the purpose of transmitting, supplying, distributing and selling electrical energy to the Town and its inhabitants, and to persons, firms and corporations residing beyond the corporate limits of the Town of Long Creek, State of Oregon, for light, heat, power and for any other lawful purpose.

Section 2. The granting and continuance, for the term herein set forth, of the rights, privileges and franchise hereby granted are, and shall be, upon the following conditions:

(a) The Grantee, prior to the effective date of this franchise, shall file with the Recorder of the Town a written acceptance of this franchise, setting forth that it accepts the rights, privileges, and franchises granted hereby and agrees to be bound by the terms and conditions hereof.

(b) All installations and replacements of poles, posts, towers, wires, conduits and other structures and equipment in, on, upon, over, under or beneath the public highways, streets or alleys of the Town under this franchise shall be made so as not to unduly interfere with the use of said highways, streets or alleys by the Town or its inhabitants; and all such poles, posts, towers, wires, conduits and other structures and equipment shall be installed, replaced and repaired so as to do no injury to the proper use of such public highways, streets or alleys, or to private property adjacent thereto; and shall be maintained in a good and workmanlike manner as may now or hereafter be provided by the laws of the State of Oregon and ordinances of the Town and lawful regulations issued pursuant thereto, respectively.

(c) The Grantee shall, immediately upon installing, replacing or repairing any of said poles, posts, towers, wires, conduits and other structures and equipment, or any part thereof, on the public highways, streets or alleys of the Town of Long Creek, at its own cost and expense, place said public highways, streets or alleys, or so much thereof as has been damaged thereby, in as good condition and repair as they were before being disturbed for the purpose of installing, replacing or repairing said poles, posts, towers, wires, conduits and other structures and equipment.

The Grantee shall at all times save the Town harmless from any and all liability for damages to persons or property arising from the exercise by the Grantee of the rights, privileges and franchises hereby granted to the Grantee.

(d) It has been determined that the reasonable value for the use of said public roads, highways, streets, avenues, alleys and public places in the Town of Long Creek, by the California-Pacific Utilities Company in a manner as herein set forth is the sum of 2% of the gross proceeds derived from the sale of electrical energy for light, heat, power or other purposes, within the corporate limits of the said Town of Long Creek, or any additions incorporated within or added to the said Town of Long Creek, except such revenues as shall be paid by the Town of Long Creek for municipal use of electrical energy for light, heat, power and other purposes, and such a privilege tax is hereby levied, and said levy shall be made for the full period of time this franchise shall be in force. Said tax as herein fixed and determined shall be paid semi-annually by the California-Pacific Utilities Company. Payment of this tax shall be made on or about the 10th day of July, and the 10th day of January of each year, the tax to begin for the first full calendar month after this ordinance shall have become effective.

In the event the said tax is not paid during any subsequent semi-annual periods, it shall be collectible in the same manner as other debts of obligation to the Town of Long Creek.

(b) All installations and replacements of poles, posts, towers, wires, conduits and other structures and equipment in, on, upon, over, under or beneath the public highways, streets or alleys of the Town under this franchise shall be made so as not to unduly interfere with the use of said highways, streets or alleys by the Town or its inhabitants; and all such poles, posts, towers, wires, conduits and other structures and equipment shall be installed, replaced and repaired so as to do no injury to the proper use of such public highways, streets or alleys, or to private property adjacent thereto; and shall be maintained in a good and workmanlike manner as may now or hereafter be provided by the laws of the State of Oregon and ordinances of the Town and lawful regulations issued pursuant thereto, respectively.

(c) The Grantee shall, immediately upon installing, replacing or repairing any of said poles, posts, towers, wires, conduits and other structures and equipment, or any part thereof, on the public highways, streets or alleys of the Town of Long Creek, at its own cost and expense, place said public highways, streets or alleys, or so much thereof as has been damaged thereby, in as good condition and repair as they were before being disturbed for the purpose of installing, replacing or repairing said poles, posts, towers, wires, conduits and other structures and equipment.

The Grantee shall at all times save the Town harmless from any and all liability for damages to persons or property arising from the exercise by the Grantee of the rights, privileges and franchises hereby granted to the Grantee.

(d) It has been determined that the reasonable value for the use of said public roads, highways, streets, avenues, alleys and public places in the Town of Long Creek, by the California-Pacific Utilities Company in a manner as herein set forth is the sum of 2% of the gross proceeds derived from the sale of electrical energy for light, heat, power or other purposes, within the corporate limits of the said Town of Long Creek, or any additions incorporated within or added to the said Town of Long Creek, except such revenues as shall be paid by the Town of Long Creek for municipal use of electrical energy for light, heat, power and other purposes, and such a privilege tax is hereby levied, and said levy shall be made for the full period of time this franchise shall be in force. Said tax as herein fixed and determined shall be paid semi-annually by the California-Pacific Utilities Company. Payment of this tax shall be made on or about the 10 Th day of July, and the 10 Th day of January of each year, the tax to begin for the first full calendar month after this ordinance shall have become effective.

In the event the said tax is not paid during any subsequent semi-annual periods, it shall be collectible in the same manner as other debts of obligation to the Town of Long Creek.

Section 3. The rights, privileges and franchises hereby granted shall not be exclusive, and the Town reserves the right to grant any other franchise or franchises for the same or any other purpose in, on, upon, over, under or beneath any public highways, streets and alleys of the Town of Long Creek.

Section 4. The rights, privileges and franchises hereby granted shall become effective and operative thirty (30) days after the passage of this resolution by the Council of the Town of Long Creek and its approval by the Mayor, unless the same shall be passed over his vote and, in that case, it shall become effective and operative thirty (30) days after such final passage.

The term of this franchise shall be for a period of twenty (20) years, commencing on such effective date.

The foregoing resolution was introduced for passage at the Regular meeting of the Common Council of the Town of Long Creek, Oregon, held on the 2d day of October, 1952, and at the regular meeting of said Common Council, held on the 2d day of October, 1952, was passed and adopted by the following vote:

AYES: 3 - Ralph Turner, Charles Shields, Alfred Claude

NAYS:

ABSENT: 1 - Ford Sloan

ATTEST: Vada Taylor
Recorder

Approved by me Oct 2, 1952.

Louis Tanner
Mayor

RECEIVED
NOV 7 1955
FOR FILING

S 360 (4)
4563

November 7, 1955

E. H. Rechner Co.
Molalla, Oregon

Gentlemen:

The State Highway Commission on November 4, 1955 awarded to you State Highway Contract No. 4563 for grading and oiling East Unit, Hamilton-Long Creek Section of the Kimberly-Long Creek Highway in Grant County.

This award was based on your bid of $81,387 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

RECEIVED
AUG 8 - 1955
FOR FILING

5-260 (4)
4563

August 5, 1955

Mr. E. G. Shaw
Long Creek
Oregon

Dear Sir:

In reply to your letter of August 2, advise that in my letter to you under date of March 22 I told you that: "It is expected that funds for this improvement will be released in time to award a contract during the coming summer, but the project probably will not be completed until the summer of 1956...."

The funds allocated by the Highway Commission for this improvement have not been released by the Federal Government, but we are hoping that they will be released in time to award a contract this year. This would still assure completion of the project during the year 1956.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

WCW:me hi

Lang Creek, Oregon
Aug. 2, 1955

NOTED
W. C. WILLIAMS

Dear Mr. Baldock,

Some months ago I wrote you inquiring about the Kimberly - Lang Creek Highway. You answered that the Highway Comm. had allocated $100,000 for improvement of this road.

Now I am anxious to know what is holding things up here, as nothing at all has been done.

Sincerely.

E. G. Shaw

REFERRED TO
Williams
By State Highway Engineer
Plan Engineer
Answer

RECEIVED
MAY 23 1955
FOR FILING
Coast
P/W
Kimberly-Long Creek Sec

May 23, 1955

Oregon State Highway Commission

Gentlemen:

We have completed our survey for the completion of bringing to modern secondary standards the Kimberly-Long Creek Secondary Highway from a point four miles east of Hamilton to Long Creek. In general, we follow the existing roadway except where the alignment of the existing highway is substandard.

We have, in the 1957 Federal secondary program, $100,000 allotted with which we propose to construct the easterly ten-mile section of the unimproved portion. This will leave approximately five miles for future improvement.

I recommend your approval of the entire survey from Station 1285+00 to Station 1434+79 at this time.

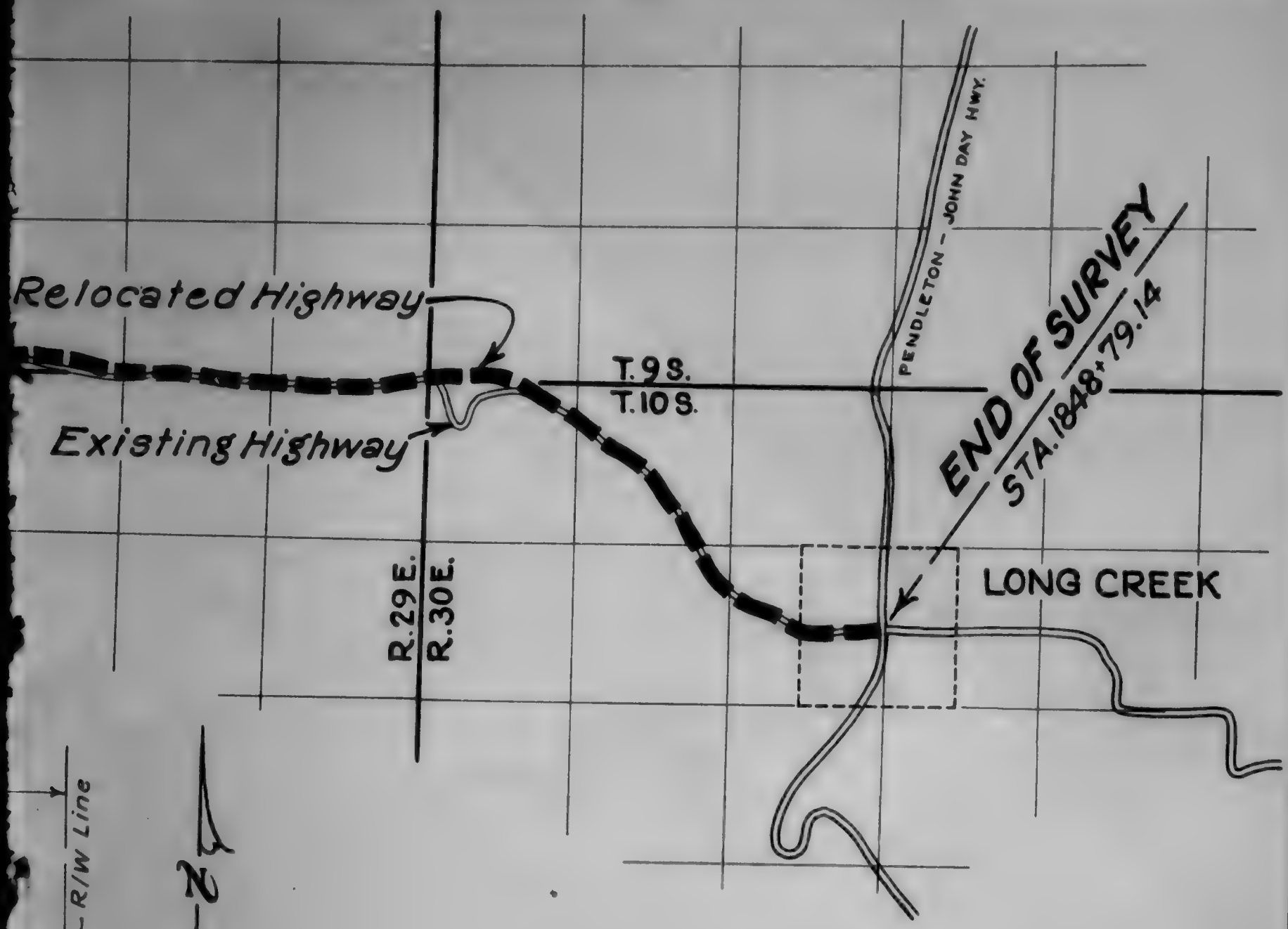
Very truly yours,

H. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
Mr. C. M. Enfield

WCW:mc lg

1R-5-726



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

EAST UNIT HAMILTON-LONG CR. SECTION

KIMBERLY- LONG CR. HIGHWAY

GRANT COUNTY

APPROVED

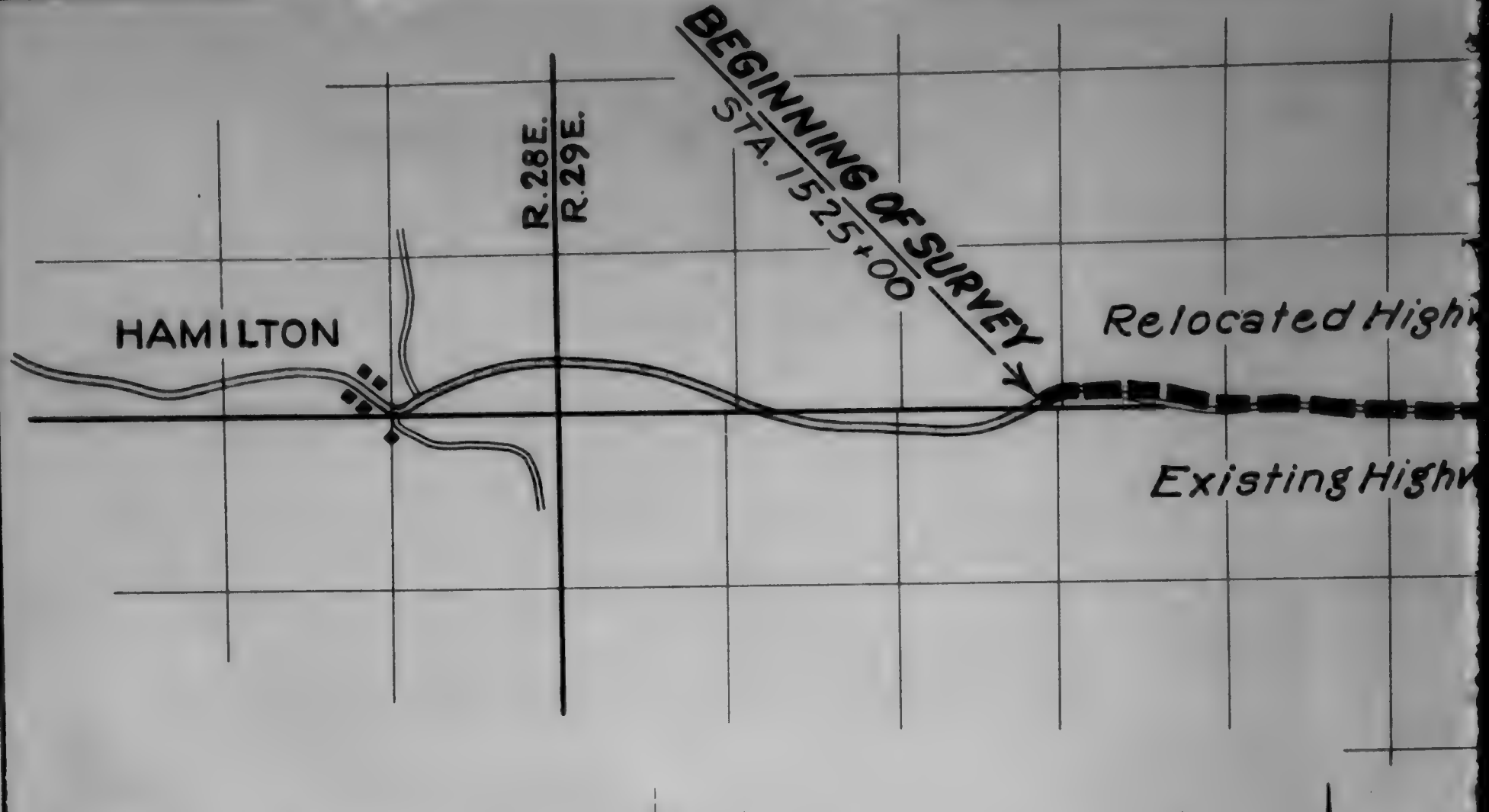
[signature]

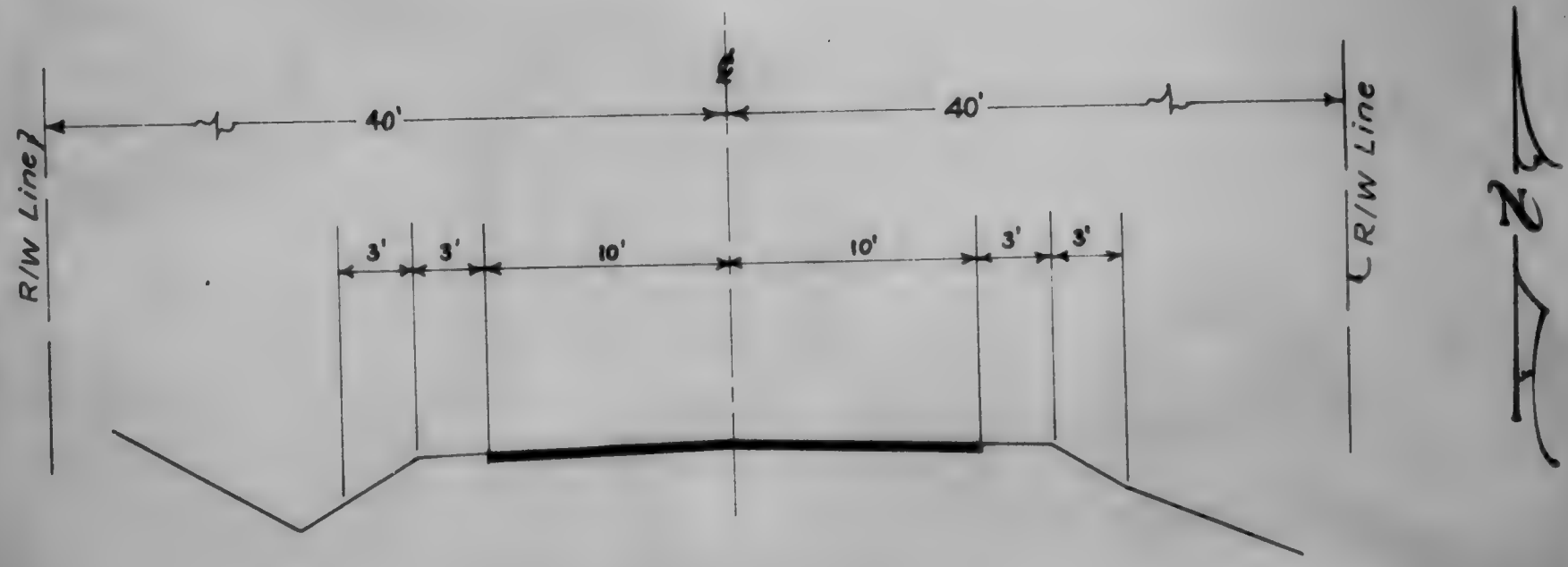
DEPUTY STATE HIGHWAY ENGINEER

5-20-55

Scale 1"-1 Mile

May 1955





TYPICAL SECTION

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 5-20-25

FORM E30—50M—10-54—75495

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 20, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

W. C. WILLIAMS

Dear Sir:

Herewith seven copies of a sketch map of the East Unit of the Hamilton-Long Creek Section of the Kimberly-Long Creek Secondary Highway for use in securing Commission approval of the survey.

There is $100,000 in F.A.S. funds set up for projects scheduled for contracting in September. This amount will be used on the easterly two miles of this survey, but since the survey is complete and this is the only portion remaining on the highway which has not been approved it is recommended that the complete relocation be approved at this time.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:jv

Attach.

RECEIVED
APR 25 1955
FOR FILING

Eng
SW
Kimberly-Long Cr. Sec

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 22, 1955

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. Frank Hall
Chief Designer

You will shortly be handed the field data for construction of a 2.02 mile section of the Kimberly-Long Creek Highway in Grant County.

The money allocated to the project is $100,000 and as submitted from the field is estimated at $131,400. Part of this is occasioned by an error in compiling the estimate wherein they show rounding cutbanks at $2.00 per lineal foot. However, in order to reduce the job to some reasonable comparison to the allocated amount, I suggest that we cut out the street section between Station 1841 and 1848+70 in Long Creek which would save considerable surfacing, paving and curbs. This could be done at a later date as I believe it would be more advantageous to get the increased length of pavement on the job than to "gussie up" the street in Long Creek, which is not much of a metropolis at best. I would suggest that the paving through the town easterly from Station 1841 be increased to 30 feet.

When you get the project far enough along that you have a reasonably firm cost figure, will you please confer with me.

Forrest Cooper
Ass't. Construction Engineer

FC:jv

cc: W. C. Williams

RECEIVED
MAR 23 1955
FOR FILING

March 22, 1955

Mr. E. G. Shaw
Long Creek, Oregon

Dear Sir:

The Highway Commission has allocated $100,000 for the improvement of the Kimberly-Long Creek Highway, starting at Long Creek and proceeding westerly. It is expected that the $100,000 will improve an approximate two-mile section. It is expected that funds for this improvement will be released in time to award a contract during the coming summer, but the project probably will not be completed until the summer of 1956, as, due to the short working season, the pavement could not be constructed in 1955.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

WCW:me lg

1-7

Long Creek, Oregon
March 19, 1955

NOTED
W. C. WILLIAMS

State Highway Dept.
Salem, Oregon

Dear Sir:

I have heard that funds have been appropriated for the road directly west of Long Creek in Grant County, to begin work July 1, 1955.

I need to build new cattle guards, also some other improvements, and if the road is to be built it will have some bearing on location of same.

Would you please let me know if this road work is going to progress this year, or just what the score is. We have waited a long time for it, and do hope it will be done this year.

Thank you very much.

Sincerely yours,

E. G. Shaw

RECEIVED
MAR 21 1955
OREGON
STATE HIGHWAY COMMISSION

F-127(5) East Fork Illinois River 1955
4564 Bridge on the relocated
Hwy. at Cave Junction

F-127(5) East Fork Illinois River 1955
#4564 Bridge on the relocated
Hwy. at Cave Junction

RECEIVED
APR 3 - 1957
FOR FILING
F-1-7 (5)
4564

April 3, 1957

Tom Lillebo Construction Co.
Box 365
Newport, Oregon

Gentlemen:

The State Highway Commission at its meeting held on March 26, 1957, had under discussion your request for an extension of time from October 31, 1956, to February 22, 1957, within which to complete your contract No. 4564, for construction of the East Fork Illinois River Bridge on the Redwood Highway in Josephine County.

We are pleased to inform you that the Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cwm

cc: Mr. F. D. Morgan
Division Engineer

Mr. P. H. Stephenson
Bridge Engineer

Mr. Philip M. Oakley
Resident Engineer
Box 306
Grants Pass, Oregon

RECEIVED
APR 5 - 1957

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 22, 1957

F-127(5)			
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4564 4564	13-Final	Tom Lillebo Assigns Tom Lillebo Const. Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
6307	H-176643	$ 11,409.17	3/22/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1956

Time Extensions: to Feb. 22, 1957

Completion Date: Feb. 22, 1957

Date Accepted: March 28, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-3-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: APR 3 1957

Ruth Rawlings

NOTED ON CARD

RECEIVED
MAR 19 1957
FOR FILING
F-2715(5)
4564

March 18, 1957

Request for Extension of Time
No. 1
March 26 and 29 meeting

Oregon State Highway Commission

Gentlemen:

Re: East Fork Illinois River Bridge
Contract No. 4564

Tom Lillebo, contractor on the East Fork Illinois River Bridge, has requested an extension of time from October 31, 1956, to February 22, 1957, the date of completion of the contract.

The contractor experienced considerable delay on account of damage from floods. He has prosecuted the job with reasonable speed and this delay will not cause any inconvenience to the traveling public as the approach embankments have not as yet been placed.

It is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

This contract does not carry the liquidated damage provision.

Very truly yours,

R. C. Williams
State Highway Engineer

PHS/hm
Attached

NOTED
M. STEPHENSON

RECEIVED
MAR 11 1957
FOR FILING

F-122(5)

454

March 13, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4564 for work performed on the East Fork Illinois River Bridge on the Redwood Highway in Josephine County was completed by the contractor, Tom Lillebo Construction Co., on February 22, 1957 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $11,400.17 will be released to the contractor after acceptance by the Commission. The total contract amount is $132,745.51 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

Form PR 2 (Revised 1950)

CPR8-2051

State Oregon

Project No. F-127(5)

F-127(5)

4564

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of June, 1956,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 29th day of September, 1955, a program, which was approved on the 18th day of October, 1955, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 19th day of October, 1955, and the sum of one hundred eighty one thousand and 00/100

dollars ($ 181,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 649+07.0 and 653+25.0 south of Cave Junction, and between Stations 499+45 and 503+05 southwest of Cave Junction, length 0.147 miles, in Josephine County, being Oregon project No. F-127(5), consisting of 0.000 miles of roadway and two bridges, each of more than 20 feet clear span, 0.147 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

16—11279-4

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred eighty one thousand and 00/100 dollars ($ 181,000.00), which does not exceed the authorized Federal pro rata share of two hundred ninety two thousand, one hundred ninety six and 85/100 dollars ($ 292,196.85), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:

_____
STATE HIGHWAY ENGINEER

By _____

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By _____

Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11270-6

A4.02

Oregon State Highway Department

Federal Aid Project
No. F-127(5)

ILLINOIS RIVER BRIDGES (EAST AND WEST FORKS)

ON THE REDWOOD HIGHWAY IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 12, 1956

Type Code X021
East Fork Illinois River Bridge (Sta. 649+07.0 to Sta. 653+25.0)(Contract No. 4564)

All Required	Shoring, Cribbing, Etc.		$ 8,500.00
460 cu. yds.	Structural Excavation - Bridge	$ 5.00	2,300.00
25 cu. yds.	Excavation Below Elevation Shown - Bridge	10.00	250.00
1,220 cu. yds.	Class "A" Concrete	63.00	76,860.00
328,500 lbs.	Metal Reinforcement	0.113	37,120.50
90 lin. ft.	8-inch Metal Drain Pipe	4.00	360.00
			$125,390.50

Type Code X021
West Fork Illinois River Bridge (Sta. 499+45 to Sta. 503+05)(Contract No. 4626)

All Required	Shoring, Cribbing, Etc.		$ 20,900.00
850 cu. yds.	Structural Excavation	$ 4.00	3,400.00
50 cu. yds.	Excavation Below Elevation Shown	7.00	350.00
5,180 lin. ft.	Furnish Untreated Timber Piling	0.75	3,885.00
143 only	Drive Timber Piles	36.00	5,148.00
1,140 cu. yds.	Class "A" Concrete	64.00	72,960.00
290,000 lbs.	Metal Reinforcement	0.116	33,640.00
90 lin. ft.	8-inch Metal Drain Pipe	4.00	360.00
			$140,243.00

Subtotal	$265,633.50
10% Engr. & Cont.	26,563.35
Total	$292,196.85

Length of 2 Structures 0.147 mile

Federal Funds- -	$181,000.00
State Funds- -	111,196.85
	$292,196.85

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Project
No. F-127(5)

ILLINOIS RIVER BRIDGES (EAST AND WEST FORKS)

ON THE REDWOOD HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 18, 1955

Type Code X021
East Fork Illinois River Bridge (Sta. 649+07.0 to Sta. 653+25.0)

			$	$ 5,000.00
All Required	Shoring, Cribbing, Etc.			
460 cu. yds.	Structural Excavation - Bridge		5.00	2,300.00
25 cu. yds.	Excavation Below Elevation Shown - Bridge		10.00	250.00
1,220 cu. yds.	Class "A" Concrete		65.00	79,300.00
328,500 lbs.	Metal Reinforcement		0.115	37,777.50
90 lin. ft.	8-inch Metal Drain Pipe		3.50	315.00
		Subtotal		$124,942.50
		10% Engr. & Cont.		12,494.25
		Total		$137,436.75

Length of Structure 0.079 mile

Federal Funds- - - -

Author 190,900

WEST FORK ILLINOIS RIVER BRIDGE
REDWOOD HIGHWAY
JOSEPHINE COUNTY

Federal Aid Project No.
Reinf. Concrete Bridge
Bridge No. 408-A

Bids Received March 1, 1938

				Amount
All Required	Shoring, Cribbing, Etc	—		15,000.00
850 Cu. Yds.	Structural Excavation	@ 5.00		4250.00
50 Cu. Yds.	Excavation Below Elevations Shown	@ 10.00		500.00
~~5180~~ 5100 Lin. Ft.	Furnish & Untreated Timber Piling	@ 0.75		~~3885.00~~ 3825.00
~~1143~~ 1150 Only.	Drive Untreated Timber Piles	@ 50.00		57,500.00
1140 Cu. Yds.	Class "A" Concrete	~~@ 65.00~~ @ 70.00		79,800.00
290,000 Lbs.	Metal Reinforcement	@ 0.12		34,800.00
90 Lin. Ft.	6 inch Metal Drain Pipe	@ 4.00		360.00
	For Comparison of Bids			~~157,113.75~~
				~~145,613.75~~
				145,745.00

Oregon State Highway Department

Federal Aid
Project No. F-127(5)

ILLINOIS RIVER BRIDGES (EAST AND WEST FORKS)

ON THE REDWOOD HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, Feb. 15, 1956

Type Code X021
East Fork Illinois River Bridge (Sta. 649+07.0 to Sta. 653+25.0)(Contract No. 4564)

All Required	Shoring, Cribbing, Etc.	$	$ 8,500.00
460 cu. yds.	Structural Excavation-Bridge	5.00	2,300.00
25 cu. yds.	Excavation Below Elevation Shown-Bridge	10.00	250.00
1,220 cu. yds.	Class "A" Concrete	63.00	76,860.00
328,500 lbs.	Metal Reinforcement	0.113	37,120.50
90 lin. ft.	8-inch Metal Drain Pipe	4.00	360.00
			$125,390.50

Type Code X021
West Fork Illinois River Bridge (Sta. 499+45 to Sta. 503+05)

All Required	Shoring, Cribbing, Etc.	$	$ 15,000.00
850 cu. yds.	Structural Excavation	5.00	4,250.00
50 cu. yds.	Excavation Below Elevation Shown	10.00	500.00
5,180 lin. ft.	Furnish Untreated Timber Piling	0.75	3,885.00
143 only	Drive Timber Piles	50.00	7,150.00
1,140 cu. yds.	Class "A" Concrete	70.00	79,800.00
290,000 lbs.	Metal Reinforcement	0.12	34,800.00
90 lin. ft.	8-inch Metal Drain Pipe	4.00	360.00
			$145,745.00

Subtotal	$271,135.50
10% Engr. & Cont.	27,113.55
Total	$298,249.05

Length of 2 Structures 0.147 Mile

Federal Funds	$184,000.00
State Funds	114,249.05
	$298,249.05

RECEIVED
MAY 16 1956
FOR FILING
F-12761
4561

AGENDA
APR 26 1956
IB-8C
1B8C

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1956

SUBJECT: AGENDA ITEM FOR APRIL 26-27 MEETING
File No. 24450 - Donaldson
E. Fork Illinois River Section
Redwood Highway
Josephine County

To: Mr. H. B. Glaisyer
Secretary
O F F I C E

L

Please place on the next agenda the matter of securing Highway Commission approval to place at public sale 0.58 acres of excess property acquired under the above file.

It is recommended that the legal price be $500.00 and that transaction cover the usual restrictions of access to the Redwood Highway and a restriction as to display advertising.

R. L. Porter

R. L. PORTER
Right of Way Engineer

RLP:smj

R. E.

FORM E20—12½ M—8-55—69200

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1956

SUBJECT: AGENDA ITEM—April 26 & 27 meeting
File 24450-Donaldson
E. Fork Illinois River Section
Redwood Highway

To: Mr. R. L. Porter
Right of Way Engineer
O F F I C E

Enclosed herewith is a map showing a parcel of land containing 0.58 acres for a minimum price of $500.00 with no access to the Redwood Highway.

The sale of this property has been approved by the Division Engineer's office and the Construction Engineer's office.

Would you kindly secure authority from the Highway Commission to offer this parcel of land for sale.

C. W. PARKER
Property Manager

CWPsdm
Enc. Map

cc: H. B. Glaisyer ✓
Robert L. May Jr.

RECEIVED
NOV 29 1955
FOR FILING

F-127 (5)
4564

November 28, 1955

Mr. Tom Lillebo
Reedsport, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4564, which was awarded to you by the State Highway Commission on November 4, 1955, covering East Fork Illinois River Bridge on the Redwood Highway in Josephing County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
NOV 17 1955
FOR FILING
F-127 (4)
4-4

November 16, 1955

Mr. Wm. J. McLean, Secretary
Illinois Valley Chamber of Commerce
Cave Junction, Oregon

Dear Mr. McLean:

Reference is made to your letter of November 8 concerning the location of the new bridge over the East Fork of the Illinois River south of Cave Junction. The new bridge is just upstream from the existing structure. The distance between the center line of the old bridge and the center line of the new bridge is approximately 50 feet on one end of the bridge and 80 feet on the other.

Very truly yours,

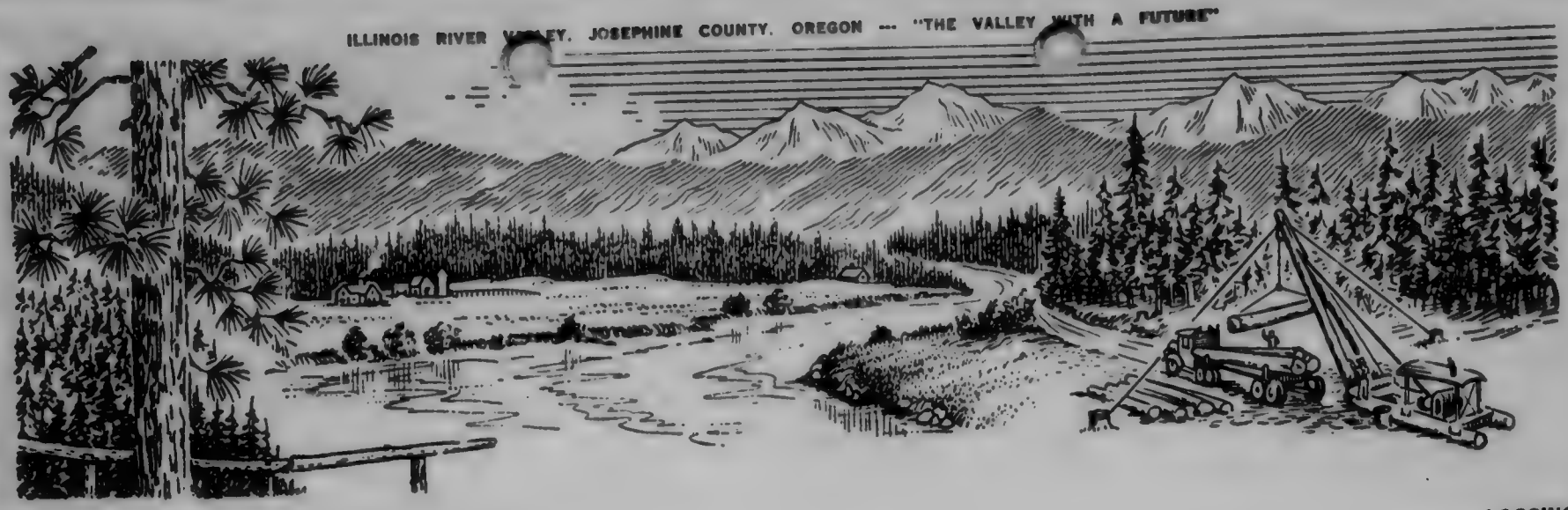
R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

NOTED
G. S. PAXSON



LOGGING
AGRICULTURE
MINING

ILLINOIS VALLEY
CHAMBER OF COMMERCE

CAVE JUNCTION, OREGON

November 8, 1955

Mr. R. H. Baldock
Salem, Oregon

Dear Mr. Baldock:

We have noticed with interest that the contract has been let for the first bridge over the Illinois River south of Cave Junction. If it is at all possible, we would appreciate your advising the distance for the new location in relation to the present bridge. Thank you.

Yours very truly,
I. V. CHAMBER OF COMMERCE
by: Wm J McLean
Wm J McLean,
Sec.

WJM:r

REFERRED TO
W. H. Baldock
By State Highway Engineer
Please prepare reply

RECEIVED
1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

JUNCTION FOR OREGON CAVES ON SCENIC REDWOOD HIGHWAY

RECEIVED
NOV 7 1955
FOR FILING

F-127(5)
4564

November 7, 1955

Mr. Tom Lillebo
Reedsport, Oregon

Dear Sir:

The State Highway Commission on November 4, 1955 awarded to you State Highway Contract No. 4564 for construction of the East Fork Illinois River Bridge on the relocated Redwood Highway at Cave Junction in Josephine County.

This award was based on your bid of $133,760 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
NOV 10 1955
FOR FILING

OREGON DISTRICT
F-127(5)
4564

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

November 4, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4564 for Oregon Project F-127(5), Illinois River Bridge on the Redwood Highway, to Tom Lillebo of Reedsport, Oregon, low bidder in the amount of $133,760.00 at the November 4, 1955 bid opening.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
NOV 9 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 27 1955
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

October 19, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project F-127(5), Illinois River Bridge (East Fork) on the Redwood Highway.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

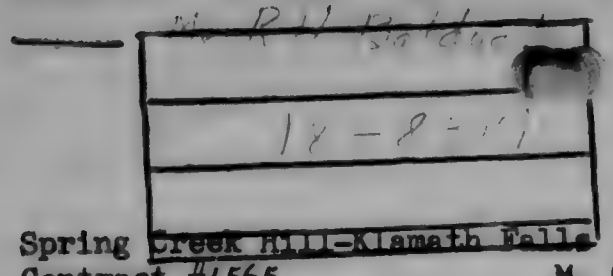
Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
OCT 27 1955
OREGON
STATE HIGHWAY COMMISSION

13-3317 Spring Creek Hill-Klamath 1955
Falls Rock Production rojects on
4565 The Dalles-California Hwy.



July 3rd, 1956

Spring Creek Hill-Klamath Falls
Contract #4565

FINAL COST ANALYSIS
Rock Production
M. C. Lininger & Sons, Contractor
J. G. Toole, Resident Engineer

The Dalles-California Highway
Prefix 18-8317-201(41)

NOTED
State Highway Engineer

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
3/4"-½" Cr. Rock in S.P.	1,494.1	Cu. Yd.	$1.749	$2.00	$ 2,613.82	$ 2,988.20
½"-¼" Cr. Rock in S.P.	3,946.9	" "	1.749	2.00	6,904.84	7,893.80
¼"-#10 Cr. Rock in S.P.	1,515.4	" "	1.749	2.00	2,651.10	3,030.80
¼"-0 Cr. Rock in S.P.	1,459.1	" "	1.749	1.90	2,552.59	2,772.29
Hauling Cr. Rock, Pile Measure	18,315	Yd. Mi.	0.146	0.16	2,683.04	2,930.48
*Force Account						195.20
					$17,405.39	$19,810.77

* State portion of flagging costs.

Gross Revenue	$19,810.77
Total Cost	17,405.39
Net Profit	$ 2,405.38

Net Profit Equals 12.1% of Gross Revenue

Detail of Cost

Labor:

Labor	$5,774.54	
Labor Insurance	386.20	
Health & Welfare	276.19	
		$ 6,436.93

Equipment Rentals and Miscellaneous Expense:

Equipment Rental (Own)	$7,892.24	
" " (Hired)	685.20	
Gas, Oil & Grease	1,357.41	
Small Tools	50.55	
P.L. & P.D. Insurance	56.46	
Bond	148.58	
Home Office & General Overhead	778.02	
		10,968.46
Total Cost.....		$17,405.39

Breakdown of Crushing Cost

	Quantity	Unit	Total Cost	Unit Cost	Cost per Yd. in S.P.
Move In & Set Up	8,415.5	Cu. Yd.	$ 1,647.02	$0.196	
Load & Haul to Crusher	"	" "	3,754.23	0.446	
Crushing	"	" "	7,823.14	0.929	
Stockpile	"	" "	1,071.48	0.127	
Flagging	"	" "	426.48	0.051	
Total Cost in Stockpile	8,415.5	Cu. Yd.	$14,722.35	$1.749	
Haul to Stockpile	18,315.5	Yd. Mi.	2,683.04	0.146	
Total Cost	8,415.5	Cu. Yd.	$17,405.39		$2.068

Total Plant Time	160.5 Hours
Down Time	16.5 "
Operating Time	144.0 Hours

$$\text{Average Crush per Hour} = \frac{8,415.5}{144} = 58.4 \text{ Cu. Yd.}$$

Remarks:

This was a "State Project" located on the The Dalles-California Highway in Klamath County. The northerly end of the project was approximately 7.6 miles north of the Chiloquin Jct. Overcrossing structure, and the south end was at M.P. 276.92 which is the city limits of Klamath Falls. The overall length of the project was 32.92 miles.

The work to be done under this contract consisted of the production of 8,415.5 cubic yards of crushed material in stockpiles for future use by the Maintenance Department on the Spring Creek Hill-Klamath Falls Section of the The Dalles-California Highway.

The project was bid and awarded to M. C. Lininger & Sons, contractor, on November 4th, 1955. The contractor moved in on the project on November 7th, 1955 and completed the project on December 14th, 1955.

The contractor set up his 3-crusher, portable crushing plant in the State quarry at M.P. 262.4 and began crushing on November 14th, 1955.

The crushing plant was fed by using a 3/4 cu. yd. shovel and 8 cu. yd. trucks.

It was hauled to the stockpile sites in 8 cu. yd. trucks, and the piles were shaped with a D-7 Caterpillar tractor with dozer blade.

The material crushed consisted of talus rock which fed into the crusher nicely but was very hard and did not break readily. This caused a low hourly production.

The contractor had good supervision and equipment. He made a good profit.

R. D. Asburry
Chief Cost Analyst

By . . F. W. Sugnet

RECEIVED
FEB 15 1956
FOR FILING

Filed

OREGON STATE HIGHWAY DEPARTMENT

(date) February 10, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4565	3-Final	M. C. Lininger & Sons

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2118	B-142965	$ 872.88	2/10/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: April 30, 1956

Time Extensions: none

Completion Date: Dec. 14, 1955

Date Accepted: Jan. 26, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-14-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

NOTED ON CARD

RECEIVED
FEB 6 1956
FOR FILING

February 2, 1956

CERTIFIED MAIL

Maryland Casualty Company
Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Wash.

Gentlemen:

State Highway Contract No. 4565 for work performed on the Spring Creek Hill-Klamath Falls Section of the The Dalles-California Highway in Klamath County was completed by the contractor, M. C. Lininger & Sons, on December 14, 1955 and was formally accepted by the Highway Commission on January 26, 1956.

Final payment in the amount of $872.88 will be released to the contractor on or after February 13, 1956. The total contract amount is $19,810.77, of which amount $195.20 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the Performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Maryland Casualty Co.
Baltimore 3
Maryland

NOTED ON CARD

RECEIVED
JAN 13 1956
FOR FILING

11-2017
4565

January 12, 1956

CERTIFIED MAIL

Maryland Casualty Co.
Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to M. C. Lininger & Sons on contract No. 4565, for rock production on the Spring Creek Hill-Klamath Falls Section of The Dalles-California Highway in Klamath County. This payment, in the amount of $5,229.09, will be released to the contractor on or after January 23, 1956. The retained percentage is $585.71.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Maryland Casualty Co.
Baltimore 3
Maryland

NOTED ON CARD

Form E-1-Rev 6-55—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section	Spring Creek Hill - Klamath Falls	For Week Ending	December 24, 1955
Highway	The Dalles - California	Kind of work	Rock Production
Contractor	M. C. Lininger & Sons	Section prefix	18-8317
Date of contract	November 4, 1955	Contract number	4565
Date work started	November 7, 1955	Date of completion	April 30, 1956
Project authorization	$21,678.75	Estimated date of completion	, 19
Exclusive of Engineering	$20,137.15	Per cent of time elapsed	23 %
Engineering authorization	$1,541.60		
Engineering cost to date	$1,500.00 97 %	Date project was completed	December 14, 1955

Estimated cost of completed project, exclusive of engineering $19,718.80

Estimated per cent underrun . . . . . 2.1 %

Per cent of contract completed, based on total contract price . . . . . 100.0 %

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Preparation of the final estimate was completed on Thursday, December 22.

Final Report

NOTED
FORREST COOPER

NOTED
L. H. Young

RECEIVED
DEC 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
V. D. WOLFE

NOTED
C. E. PAULSEN

Signed Jos. G. Toole, Resident Engineer

Address P. O. Box 1090, Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86305

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			8,000		
Total quantities corrected to date			8,377		
Estimated quantities moved or placed to date			8,377		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Snow, Wind, and Rain		
Monday	Wind and Rain		
Tuesday	Cloudy and Showers		
Wednesday	Rain		
Thursday	Cloudy, Rain, and Snow		
Friday	Cloudy, Rain, and Snow		
Saturday			

RECEIVED
DEC 23 1955
FOR FILING

IX-8217
4565

December 22, 1955

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts, as follows:

Contract No. 4551, for rock production on the Siskiyou Jct.-Klamath County Line Section of the Green Springs Highway in Jackson County, awarded November 3, 1955.

Contract No. 4565, for rock production on the Spring Creek Hill-Klamath Falls Section of The Dalles-California Highway in Klamath County, awarded November 4, 1955.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
DEC 13 1955
FOR FILING

FORM H 80X—50,000—10-54—78484

12-5317
4565

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 12, 1955

SUBJECT: Spring Creek Hill-Klamath Falls
The Dalles-California Highway
Contract No. 4565

To:

Mr. Dean Swift
Division Engineer
State Highway Department
P. O. Box 151
Bend, Oregon

W. C. WILLIAMS

Reference is made to Laboratory Report No. 380888, dated November 6, 1955 in which the ¾"-#10 crushed rock shows an excess of 5% passing the #10 sieve.

Will you please instruct the resident engineer to tighten up his inspection of this phase of the contract as two previous laboratory reports indicate that crushed rock has been produced that failed to meet our specifications.

Also, please have him mark samples obtained after corrective plant or pit action has been taken so that it is clear that they represent corrected material.

L. H. Young
Asst. Construction Engineer

LHY-WCH:ef

cc to: W. C. Williams ✓
Ray Webber

RECEIVED
DEC 13 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 6 - 1955
FOR FILING

FORM E-20X—50,000—10-54—78484
18-B317
4565

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

W. C. WILLIAMS

Salem, Oregon
December 2, 1955

SUBJECT: Spring Cr. Hill-Klamath Falls
The Dalles-California
Contract No. 4565

To:
Mr. Dean Swift
Division Engineer
State Highway Department
P. O. Box 151
Bend, Oregon

Reference is made to Laboratory Reports 380627 and 380628, dated November 30, 1955 showing that there is an excess of 5% passing the ½-inch screen, and 1% passing the ¼-inch screen respectively.

Will you please instruct the resident engineer to tighten up on his inspection of the production of the oiling aggregate so that the material can be accepted.

Also, please instruct him to mark samples taken after corrective action so that it is clear that they represent corrected material.

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
DEC 2 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 7 1955
FOR FILING

18-8217
4565

November 7, 1955

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission on November 4, 1955 awarded to you State Highway Contract No. 4565 for Spring Creek Hill-Klamath Falls Rock Production Project on The Dalles-California Highway in Klamath County.

This award was based on your bid of $18,570 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

S-30[illegible]1) Baker Creek Sec. of the Scholls Sec. Highway. 1955

4566

Contract 4-65

Monthly transaction number	Form PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
RECEIVED 9-09 SEP 24 1957		County Washington
Project report number FOR FILING	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project number S-307(1)

S 307(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 8, 19 56 4566, is hereby modified as follows:

Revised estimated total cost of project $ 40,744.05

Revised Federal funds $ 25,249.00

Other revisions - None.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23rd day of September, 19 57.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Purvis

Chairman, State Highway Commission
(Title)

By [signature]

Member, State Highway Commission
(Title)

By [signature]

Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C H Polk
Division Engineer

RECOMMENDED FOR APPROVAL:

[signature]
STATE HIGHWAY ENGINEER

USComm-DC 11170

CPR8-1939

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Ore.
County Washington
Project No. S-307(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 8th day of Feb., 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 18th day of October, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.274 miles of grading, drainage, and 2-lane intermediate type (Character of work) surfacing between FAS 650 at Scholls and FAS 625 approximately 2.5 miles east of Beaverton, (Control points), consisting of 0.274 miles of roadway and NO (Number) bridges.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of twenty-three thousand and 00/100 dollars ($ 23,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is thirty-eight thousand, twenty-one and 50/100 dollars ($ 38,021.50).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL

_____
Deputy State Highway Engineer

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer, Bureau of Public Roads

—33205

Oregon State Highway Department

Federal-aid Project
No. S-307(1)

DAVIS CREEK SECTION OF THE

SCHOLIS HIGHWAY IN WASHINGTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Nov. 23, 1939

Type Code 5231
Roadway (Sta. 77+50 to 92+00)(Contract No. 4566)

All Required	Clearing and Grubbing			$ 4,000.00
240 cu. yds.	Drainage Excavation, Unclassified		3.00	720.00
8,400 cu. yds.	General Excavation, Unclassified		0.45	3,780.00
0.27 mile	Finishing Roadbed and Slopes		1,000.00	270.00
260 lin. ft.	12" Concrete Pipe		2.50	650.00
160 cu. yds.	Class "A" Concrete		55.00	8,800.00
23,000 lbs.	Metal Reinforcement		0.13	2,990.00
550 lin. ft.	Metal Guard Rail		3.50	1,925.00
2,200 cu. yds.	Coarse Crushed Material in Base		3.00	6,600.00
330 cu. yds.	3/4" - 0 Material in Base		3.25	1,072.50
60 M-gal.	Sprinkling		4.00	240.00
0.27 mile	Preparation of Base		750.00	202.50
40 cu. yds.	3/4" - 0 Material in Binder Course		4.50	180.00
190 cu. yds.	Furnishing and Placing Aggregates		8.25	1,567.50
7 tons	RC-3 Asphalt		46.00	322.00
13 tons	150-200 Asphalt		43.50	565.50
5 tons	RS-1 Asphalt		46.00	230.00
				$ 34,115.00
All Required	Flagging (57½ of Contractor's Cost)			450.00
			Subtotal	$ 34,565.00
			10% Engr. & Cont.	3,456.50
			Total	$ 38,021.50

Length of Roadway 0.274 Mile
Cost Per Mile $138,764.59

Federal Funds	$ 23,000.00
State Funds	15,021.50
	$ 38,021.50

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds For Maint.: Chap. 529, Laws 1939.

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MAY 20 1957
FOR FILING

May 13th, 1957

FINAL COST ANALYSIS
Grading and Oiling
Project S-307(1)

Baker Creek Section
Contract #4566
Birkemeier Construction Co., Contractor

Scholls Highway
Prefix 134-1094
James Cochell, Resident Engineer

S 307 (1)
4576

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Clearing & Grubbing	100%	All	$4,000	All	$ 4,000.00	$ 4,000.00
Drainage Excav., Unclass.	263.90	Cu. Yd.	3.00	3.00	791.70	791.70
*General Excav., Un. class.	7,269.3	" "	0.45	0.45	3,271.19	3,271.19
*Finishing R/B & Slopes	.27	Mile	1,000	1,000	270.00	270.00
*12" Concrete Pipe	201	Lin. Ft.	2.50	2.50	502.50	502.50
Class "A" Concrete	164.65	Cu. Yd.	55.00	51.85	8,538.60	9,055.75
Metal Reinforcement	31,501	Lb.	0.13	0.12	3,816.67	4,095.13
*Metal Guard Rail	535	Lin. Ft.	3.50	3.50	1,872.50	1,872.50
*Coarse Cr. Material in Base	2,254	Cu. Yd.	3.00	3.00	6,762.00	6,762.00
*3/4"-0 Material in Base	458	" "	3.25	3.25	1,488.50	1,488.50
*Sprinkling	4.5	M/Gal.	4.00	4.00	18.00	18.00
*Preparation of Base	.27	Mile	750.00	750.00	202.50	202.50
*Furnishing & Placing Aggregates	186	Cu. Yd.	8.25	8.25	1,534.50	1,534.50
*PA #1, Borrow Excav.	900.5	" "	0.75	0.75	735.38	735.38
*PA #2, 200-300 Asphalt	18.86	Ton	43.50	43.50	820.41	820.41
*PA #3, Quarry-run Rock	343	Cu. Yd.	5.50	5.50	1,886.50	1,886.50
PA #4, Cement Adjustment, Favor of Contractor	7.47	Bbl.	3.70	3.70	27.65	27.64
					$36,538.59	$37,334.20

* Rufner, subcontractor.

NOTED
W. C. WILLIAMS

Gross Revenue	$37,334.20
Total Cost	36,538.59
Net Profit	$ 795.61

Net Profit Equals 2.13% of Gross Revenue

Detail of Cost

Labor:				
Labor			$ 4,083.93	
Labor Insurance			266.35	
				$ 4,350.28
Equipment Rental & Misc. Supplies:				
Equipment Rental			$ 820.40	
Gas, Oil & Grease			150.36	
Bond			224.00	
P.L. & P.D. Insurance			466.66	
Small Tools			150.00	
Home Office & Overhead			746.68	
				2,558.10
Materials:				
Class "A" Concrete	164.65 Cu. Yd.	at $14.50	$ 2,387.43	
Metal Reinforcement	31,501 Lb.	" .098	3,087.10	
				5,474.53
Subcontracts:				
Ruefner, Items 1, 3, 4, 5, 8, 9, 10, 11, 12, 14, PA #1, PA #2, PA #3				24,155.68
Total Cost				$36,538.59

Remarks:

This project was a "Federal Aid Secondary Project" calling for construction of 0.27 mile of highway roadbed involving approximately 8,400 cu. yd. of excavation, construction of one reinforced concrete box culvert, stone base and shoulders involving approximately 2,530 cu. yds. of crushed materials and Type O-11 oil mat wearing surface with binder course.

Northeasterly end of the project was at Station 77+50, which station is about 0.8 mile southwesterly of the school bridge over the Tualatin River. The southwesterly end of the project was at Station 92+00, which station is 0.15 mile northeasterly of the town of Scholls about 10½ miles southeasterly of Hillsboro.

Bids were opened and awarded November 4th, 1955. Work started June 26th, 1956 and was completed December 21st, 1956. Final estimate #7 was completed March 25th, 1957.

Prime contractor subcontracted allitems except 2, 6 and 7 at bid prices to Q. L. Rufener, Inc.

High water in the spring retarded progress of the work due to backwater from the Tualatin River.

Equipment used: 3/4-yard dragline, two D8 cats with dozers, carryall, power saw and miscellaneous small tools.

Excavation and construction of box were completed by Birkemeier Construction Co. Rufener did not have equipment available for grading and a slight delay resulted. A slight profit was realized.

M. N. Juve
Chief Cost Analyst

By . . H. R. Sturgis

Files

S. 307 (1)
4566

OREGON STATE HIGHWAY DEPARTMENT

(date) April 12, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4566	7 Final	Birmingier Construction Company	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
7815	M78208	$ 1,120.03	April 12, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: 8-31-56

Time Extensions: to Dec. 31, 1956

Completion Date: Dec. 31, 1956

Date Accepted: Jan. 22, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-15-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: APR 15 1957

NOTED ON CARD

Files

S. 307 (1)
4566

OREGON STATE HIGHWAY DEPARTMENT

(date) April 12, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4566	7 Final	Birkemeier Construction Company	
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Completion Date: Dec. 31, 1956

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Penalties: None of record

Claims: None of record

Remarks:

Date: 4-15-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: APR 17 1957

NOTED ON CARD

RECEIVED
APR 4 - 1957
FOR FILING
4576

April 4, 1957

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4566 for work performed on the Baker Creek Section of the Scholls Highway in Washington County was completed by the contractor, Birkemeier Construction Company, on December 21, 1956 and was formally accepted by the Highway Commission January 22, 1957.

Final payment in the amount of $1,120.03 will be released to the contract on or after April 15, 1957.. The total contract amount if $37,334.20, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm:

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

FORM S-120 5000 REVISED 2-56

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FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 30, 1957

Birkemeier Construction Co.
14511 S. E. River Road
Milwaukie, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 22 had under discussion your request for an extension of time from August 31 to December 31, 1956 within which to complete your contract No. 4566, for grading and oiling on the Baker Creek Section of the Scholls Highway in Washington County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. C. Skelton,
Division Engineer

James T. Cochell,
Resident Engineer

Tom Edwards,
Construction Engineer

RECEIVED
JAN 30 1957
FOR FILING
1-307(1)
7

January 29, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Birkemeier Construction Company in connection with contract No. 4566, covering the Baker Creek Section of the Scholls Highway in Washington County. This payment in the amount of $2,516.68 will be released to the contractor on or after February 8, 1957. The retained percentage is $1,120.03.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—10M—6-56

OREGON STATE HIGHWAY DEPARTMENT

S-307(1)

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 19, 1957

Section Baker Creek

Highway Scholls Secondary

Contractor Birkemier Construction Company

Date of contract November 4, 1955

Date work started June 26, 1956

Project authorization . . . . . $ 58,885.65
Exclusive of Engineering . . . . $ 56,120.45

Kind of work Grading & Oiling

Section prefix 154-1094

Contract number 4586

Date of completion August 31, 1956

Estimated date of completion December 31, 1956

Per cent of time elapsed 142.0 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 57,554.20

Estimated per cent overrun or underrun . . . . . 6.15 %

Per cent of contract completed, based on total contract price . . . . . 100% %

Engineering authorization . . . . $ 2,765.20

Engineering cost to date $ 3,942.57, 142.58 %

Date project was completed December 31, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final submitted January 8, 1957.

CONSTRUCTION DIVISION
RECEIVED
JAN 21 1957

Noted
M. N. Juve

NOTED-- 2 4 6 8 CE ACE ACE COE

Signed James W Cochell

Address P.O. Box 1991, Troutdale, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 9062

NOTED
V. D. WOLFE

Form E-1—10M—6-56

OREGON STATE HIGHWAY DEPARTMENT

S-307(1)

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 19, 1957

Section Baker Creek

Highway Scholls Secondary

Contractor Birkemier Construction Company

Date of contract November 4, 1955

Date work started June 26, 1956

Project authorization . . . . . $ 58,885.65

Exclusive of Engineering . . . . $ 56,120.45

Kind of work Grading & Oiling

Section prefix 154-1084

Contract number 4566

Date of completion August 31, 1956

Estimated date of completion December 31, 1956

Per cent of time elapsed 142.0 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 57,554.20

Estimated per cent overrun or underrun . . . . . 6.15 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . $ 2,765.20

Engineering cost to date $ 3,942.57, 142.58 %

Date project was completed December 31, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final submitted January 8, 1957.

CONSTRUCTION DIVISION

RECEIVED

JAN 21 1957

NOTED-- CE ACE ACE COE

Noted
M. N. Juve

Signed James W Cockell

Address P.O. Box 1991, Troutdale, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 56003

NOTED
V. D. WOLFE

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.27	0.27		0.27	
Miles partially completed					
Miles completed	0.27	0.27		0.27	
Total estimated quantities (contract)	8,400	2,760		18.00	
Total quantities corrected to date	8,249.80	5,241		18.86	
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Snow		
Monday	Clear Windy ice on roads		
Tuesday	Snow		
Wednesday	Windy with ice on roads		
Thursday	Windy		
Friday	Fair & Windy		
Saturday			

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JAN 10 1957
FOR FILING
S-307(1)
457

January 9, 1957

Oregon State Highway Commission

Request for extension of time
No. 14
January 22-23 meeting

Gentlemen:

Herewith is a request from Kirkemeier Construction Company for an extension of time on the Imler Creek Section, Contract No. 4566, from August 31, 1956 to December 31, 1956.

All work on this project was completed by the specified date with the exception of the burning of materials from the old bridge removed. Because of the dry season, the contractor was unable to secure a burning permit until late fall. He suffered no inconvenience or extra expense because of the overrun, and I recommend that the extension be granted without penalty. This job does not carry the liquidated damage clause.

Very truly yours,

M. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP;ob fn

RECEIVED
JAN 7 - 1957
FOR FILING

S-307(1)

1566

January 7, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 31, 1956, on Contract No. 1566, Baker Creek Section, in Washington County, in connection with Federal Aid Project No. S-307(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DWP:cr
cc:Clarence C. Swanson

RECEIVED
JUL 5 1956
FOR FILING

S-307(1)
456

June 29, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 26, 1956, on Contract No. 4566, Baker Creek Section, in Washington County, in connection with Federal Aid Project No. S-307(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:ia

RECEIVED
DEC 5 - 1955
FOR FILING

S-2,7(4)
4566

December 2, 1955

Birkemeier Construction Co.
14511 S. E. River Road
Milwaukie, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4566, which was awarded to you on November 4 by the State Highway Commission, for grading and oiling on the Baker Creek Section of the Scholls Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
NOV 7 1955
FOR FILING

S 2-7 (1)
4566

November 7, 1955

Birkemeier Construction Co.
14511 S. E. River Road
Milwaukie, Oregon

Gentlemen:

The State Highway Commission on November 4, 1955 awarded to you State Highway Contract No. 4566 for grading and oiling the Baker Creek Section of the Scholls Secondary Highway, southeast of Hillsboro in Washington County.

This award was based on your bid of $34,115 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

OREGON STATE HIGHWAY DEPARTMENT

Located Line

BAKER CR. BRIDGE SECTION

SCHOLLS HIGHWAY

WASHINGTON COUNTY

Scale: 1 inch = 50 feet

Traced by H.K.E. October, 1955

TRUE BEARINGS
NOVEMBER 3-4, 1[illegible]
C[illegible]ISSION M[illegible]TING

DRG. NO. 7B-35-2

S-307(1)

BAKER CREEK SECTION SCHOLLS HIGHWAY WASHINGTON COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-307(1)		See Index

F OREGON
Y DEPARTMENT
POSED PROJECT
& OILING
EK SECTION
HIGHWAY
ON COUNTY
er, 1955

BIDDING PLANS

BEGINNING OF PROJECT S-307(1)
STA. 77+50

END OF PROJECT S-307(1)
STA. 92+00

ch Map

Miles
1/2 1

REGISTERED PROFESSIONAL ENGINEER 157 OREGON NOV 8 1919 R. H. BALDOCK

REGISTERED DISTRICT ENGINEER U. S. PAT. OFF.

STATE HIGHWAY COMMISSION

BEN R. CHANDLER	Chairman
CHAS. H. REYNOLDS	Commissioner
M. K. McIVER	Commissioner

ACTG. STATE HIGHWAY ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED:

DISTRICT ENGINEER DATE

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Summary and Typical Section
3	Plan and Profile

DRG. NO'S.

2031 Misc. Structures
11565 Standard Culv Wings
9796 Standard Box Culverts

STATE OF ORE
STATE HIGHWAY DE

PLANS FOR PROPOSED

GRADING & OILING

BAKER CREEK SE

SCHOLLS HIGHWA

WASHINGTON COUNTY

November, 1955

Sketch Map

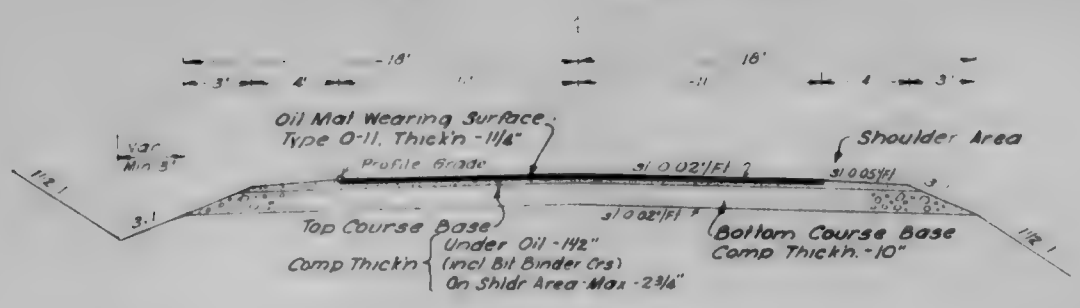
Scale 0 1/2 1 Mile

CONVENTIONAL SIGNS

- State Line
- County Line
- City or Town Limits
- Township Line
- Section Line
- Donation Land Claim Line
- Fence Line
- Guard Rail
- Unfenced Property or Right of Way Line
- Existing Roads
- Trails
- Base or Survey Line
- Railroads
- Retaining Wall
- Culverts
- Drop Inlet
- Trolley Pole
- Power Pole
- Telephone or Telegraph Poles
- Marsh
- Irrigation Ditches
- Bridges
- Trees

BAKER CREEK SECTION SCHOLLS HIGHWAY WASHINGTON COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-307(1)		See Index

TYPICAL SECTION



SUMMARY

Length of S-Project 0.274 Miles

ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL
Clearing and Grubbing	All	All		All
Drainage Excavation, Unclassified	Cu Yd	216	24	240
General Excavation, Unclassified	" "	7652	748	8400
Finishing Roadbed and Slopes	Mile	0.27		0.27
12-inch Concrete Pipe	Lin Ft	235	25	260
Class "A" Concrete	Cu Yd	145	15	160
Metal Reinforcement	Lb	22,185	815	23000
Metal Guard Rail	Lin Ft	500	50	550
Coarse Crushed Material in Base	Cu Yd	1930	270	2200
3/4"-0 Material in Base	" "	302	28	330
Sprinkling	M-Gal	56	4	60
Preparation of Base	Mile	027		027
3/4"-0 Material in Binder Course	Cu Yd	35	5	40
Furnishing and Placing Aggregates	" "	174	16	190
RC-3 Asphalt	Ton	6	1	7
150-200 Asphalt	"	12	1	13
AS-1 Asphalt	"	4	1	5

SEC. 15, T. 2 S., R. 2 W., W.M.

BAKER CREEK SECTION
SCHOLLS HIGHWAY
WASHINGTON COUNTY

SHEET No. 3

FED. AID PROJ. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
X	OREGON	S-307(1)		

87+58.60 PC

2° C L
Δ 6° 30' 15"
Ts 182.78'

90+83.81 PT

Creek

+30
Const 16' Rd Appr - Lt
Remove exst 8" P
Insl 12" P - 24'

+30
Const 12' Rd Appr - Lt
Insl 12" P - 30'

R/W Line

Exst Pump house and spring

Const Metal Guard Rail - 250'

Remove Exst Conc Steps (Cl. & Grub)

S. 35° 40' 15" W.

S. 29° 10' 00" W.

R/W Line

Const. Metal Guard Rail - 250'

+25
Const 16' Rd Appr - Rt
Remove exst 12" P
Insl 12" P - 136'

+70
Const. 16' Rd Appr - Rt
Insl 24" P - 24'

Baker

Remove Exst Frame Trestle Structure - 247'
Horiz Cl. - 21' - 3"
Vert Cl. (deck to stream) - 26'

+35 Const 12' x 10' RCBC - 75'
(with Alternate A Inlet)

END OF PROJECT
STA. 92+00

+30
Const. 16' Rd Appr - Lt.
Remove exst 8" P.
Insl. 12" P - 24'
Dr. Exc. 8 C.Y.

Remove Exst Conc. Steps
(Cl. & Grubbing)

+90
Const. 12' Rd Appr - Lt.
Insl. 12" P - 30"
Dr. Exc. 2 C.Y.

+70
Const. 16' Rd Appr - Rt
Insl. 24" P - 24'
Dr. Exc. 2 C.Y.

+25
Const. 16' Rd Appr - Rt.
Remove exst. 12" P.
Insl. 12" P - 136"
Dr. Exc. 44 C.Y.

Const. Metal Guard Rail - Lt 250', Rt 250'

Remove Exst. Frame Trestle Structure - 247'

92

139.16

100 bolt in Fellow Guard
N 67° - 87169 S

(Alternate "A" Inlet)
Const 12' x 10' RC B.C. - 75'
(Drg. No 9796 & 11.363)
C.Y. Conc. 14.5 C.Y.
+35 Metal Reinf 22.185 lbs
Dr. Exc 163 C.Y.
Gen. Exc 77 C.Y.

137.34

350' V.C.

137.05

300' V.C.

+8.02

Finished Grade - N' Lt.

-0.063

Extreme High Water - el. 134.6

Emb. 2439

Exc. 1536

Emb 2208

Exc. 409

Emb. 379

150
145
140
135
130
125
120

86 87 88 89 90 91 92 93

SEC. 15

78+38.21 P.O.T. Bk. = EQUATION
79+00.54 P.C. Ahd.

2° C L
Δ 10°21'20"
Ts 259.60'

84+18.52 P.T.

+30
Const. 16' Rd. App
Remove exst
Inst. 12" P - 24

R/W Line

S. 46°01'35" W.

30'

35'

Edge Pvmt

Edge pvmt

R/W Line

Exst Rd. Appr.
with 18" Conc. P.

Exst. Sehalia Hwy.

Exst Conc. Wall & Walk

+90
Const. 16' Rd. Appr. - Rt

+75
Const. 16' Rd Appr - Rt
Remove exst 8" R
Inst. 12" P - 21'

BEGINNING OF PROJECT
STA. 77+50

Z M Rowell D.L.C. - 45
J M Rowell D.L.C. - 44

Exst Rd. Appr.
with 18" conc. P.

+90
Const. 16' Rd Appr - Rt

+75
Const. 16' Rd Appr. - Rt.
Remove exst 8" R
Inst. 12" P - 21'
Dr. Exc. 2 C.Y.

+30
Const. 16' Rd Appr
Remove exst 8"
Inst. 12" P - 24'
155 Dr. Exc. 3 C.Y.

-7.192

171.50

170

165

160

155

150

145

140

135

130

70.78

450' V.C.

126

-7.192

197.67

EQUATION

78+38.21 =
79+00.54

EXC. 26.30

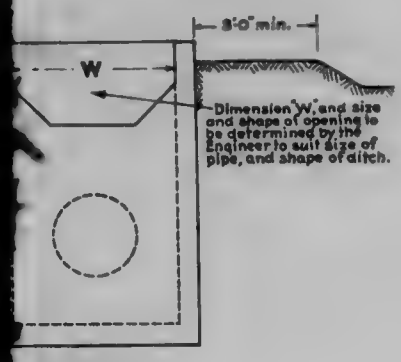
EXC. 6.5

77 78 79 80 81 82 83 84 85

DATE	REVISIONS and/or ADDITIONS	
Sept. 1949		Sight Posts
Sept. 1953		Metal Sight Posts
Mar. 1954	Metal Sight Posts	
April 1954		Elliptical Inlet
Oct. 1954 Aug. 1955	Metal Sight Posts	Metal Rail

metal pipe is used, the seams and
shall be close riveted, and calkered;
be made water tight by placing
burlap under the coupling bands.
pe is used, joints shall be made
mortar collars constructed as
ail below.

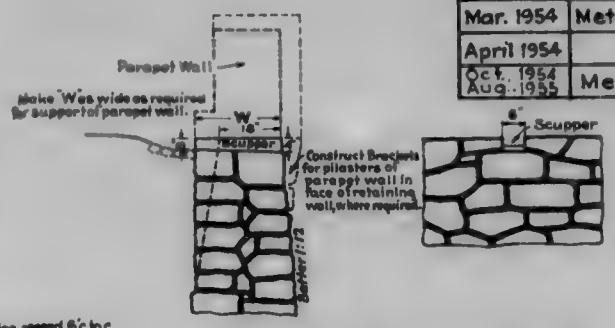
CEMENT MORTAR COLLAR
ue & Groove Concrete Pipe



END VIEW

CEMENT RUBBLE MASONRY RETAINING WALL
Scale 1/4" = 1 ft.

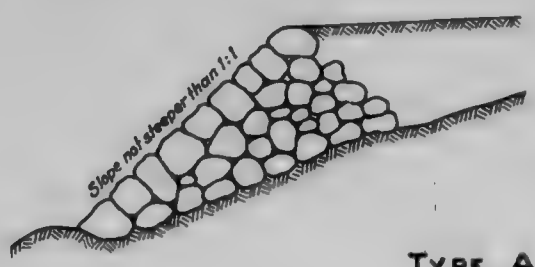
Minimum thickness of base 0.4 x height for level embankment.
" " " 0.6x " " sloping "
Special design required for walls over 10 ft. high, or for unusual foundation conditions.


Parapet Wall
Make "W" as wide as required for support of parapet wall.
W
18"
Coping
Construct Brackets for pilasters of parapet wall in place of retaining wall, where required.
Batter 1:12
6" Scupper

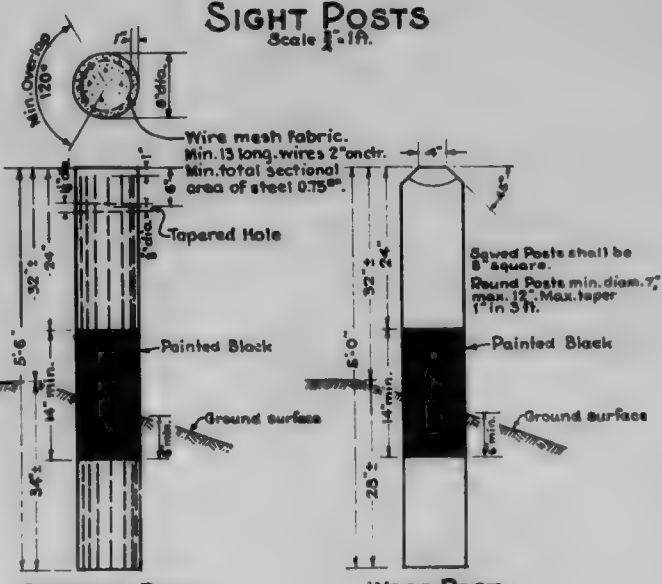
Where parapet wall is to be constructed on top of retaining wall, Scuppers as shown shall be built into retaining wall, spaced about 90' c. to c. Coping to be omitted.

DETAIL of TOP of RETAINING WALL
On which Parapet Wall is to be constructed

HAND PLACED ROCK SLOPE
No Scale



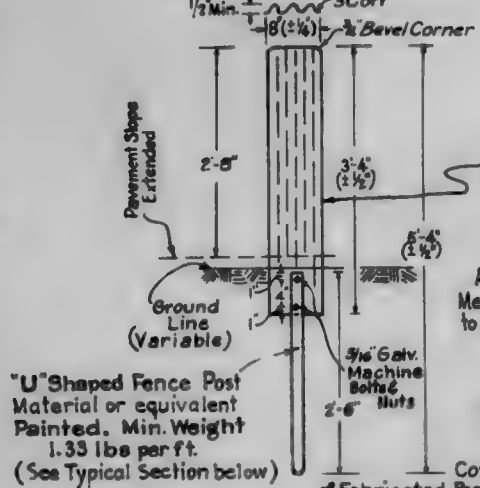
SIGHT POSTS
Scale 1/2" = 1 ft.


Min. Overlap 120°
8" dia.
Wire mesh fabric. Min. 13 long. wires 2" on ctr. Min. total sectional area of steel 0.75 sq. in.
4"
Tapered Hole
8" dia.
Painted Black
Ground surface
14" min.
5'-6"
5'-0"
Sawed Posts shall be 8" square.
Round Posts min. diam. 7", max. 12". Max. taper 1" in 3 ft.

CONCRETE POST
Adopted Sept. 1949.

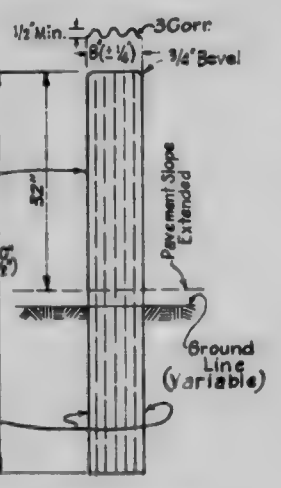
WOOD POST

TYPE B



"U" Shaped Fence Post Material or equivalent Painted. Min. Weight 1.33 lbs per ft. (See Typical Section below)

TYPE A



Standard 166a Galv. Corr. Metal (To conform to AASHO Designation: M-36)

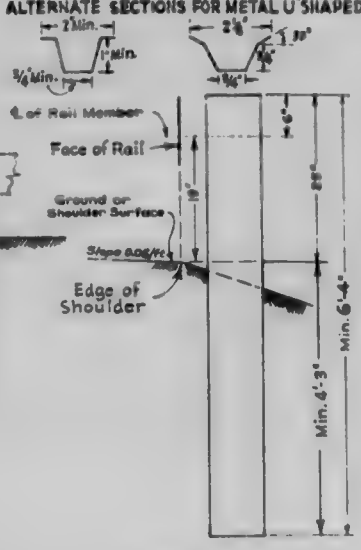
All Corrugated Metal Members in any shipment to be identical in width

Side cuts to be at crests or low points of corrugations

Corr. Metal portion of Fabricated Post when resting on plane surface not to vary therefrom more than 1/2" at any point.

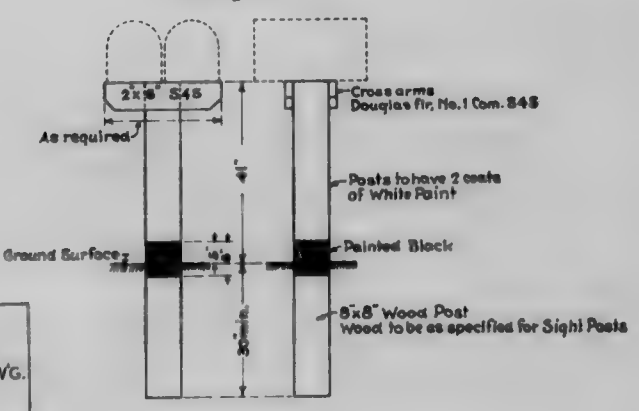
METAL SIGHT POSTS
Scale: 1/4" = 1 ft.

ALTERNATE SECTIONS FOR METAL "U" SHAPED POST



POST INSTALLATION

MAIL BOX POST
Scale 1/2" = 1 ft.


2"x8" S4S
As required
Cross arms Douglas fir, No. 1 Com. S4S
Posts to have 2 coats of White Paint
Ground Surface
Painted Black
8"x8" Wood Post
Wood to be as specified for Sight Posts

NOTE
THE SCALE OF THIS PRINT IS 1/2 THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE 3/4" = 1'-0"
SHOULD BE READ 3/8" = 1'-0".
INDICATED SCALE 1" = 10'-0"
SHOULD BE READ 1" = 20'-0"

OREGON STATE HIGHWAY DEPARTMENT

Details of

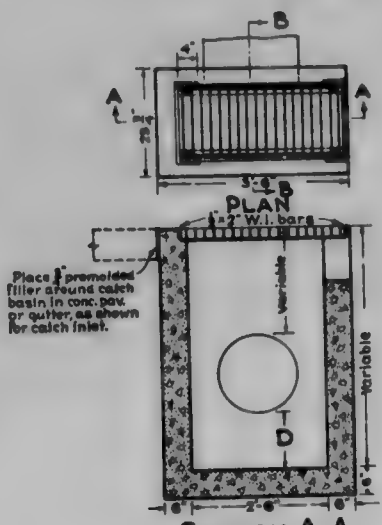
MISCELLANEOUS STRUCTURES
FOR INTERURBAN PROJECTS

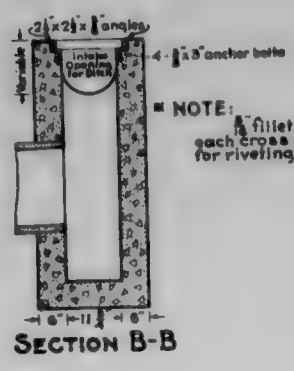
Scales: As Shown Aug., 1940

DRG. No. 2051

CONCRETE CATCH BASIN

Scale ½"=1ft.



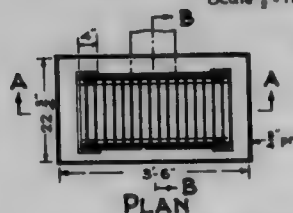


NOTE:
Catch Basin shown is for location in ditch.
Grating: ½"x2" W.I. bars, 2" c. to c., riveted to ½"x2" W.I. side bars through ½"x¾" holes.
Overall dimensions of Grating 15½" x 36"
Inside - - Frame 16" x 36½"
For catch basin in streets or at curb openings
[redacted]
D = 6" for catch basin connected to culvert
D = 12" - C.B. connected to sewer; on paved street.
D = 24" - - - - unpaved
or partly paved street, or other unpaved area.
(D = 24" on all streets in City of Portland)

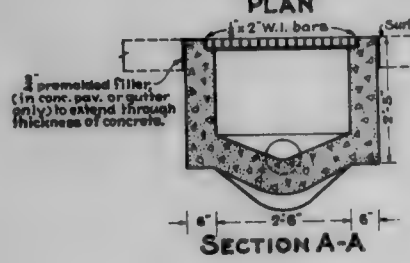
* NOTE:
¼" fillet welds, on each side of each cross bar, may be substituted for riveting to side bars.

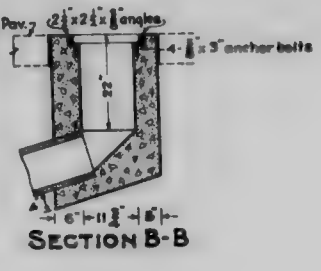
CONCRETE CATCH INLET

Scale ½"=1ft.



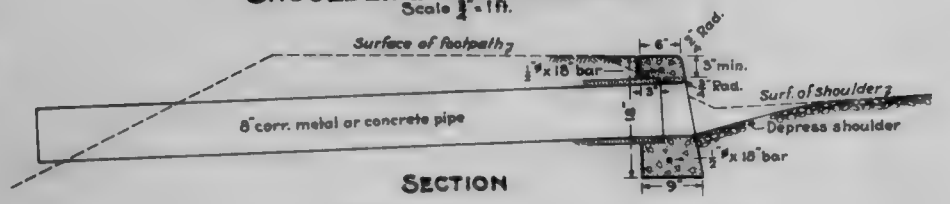
NOTE:
* Grating: ½"x2" W.I. bars, 2" c. to c., riveted to ½"x2" W.I. side bars through ½"x¾" holes.
Overall dimensions of Grating 15½" x 32"
Inside - - Frame 16" x 32½"

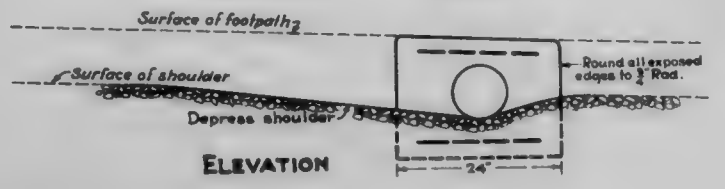




SHOULDER DRAIN HEADWALL

Scale ½"=1ft.





DESIGN for CORRUGATED METAL PIPE STRUTTING

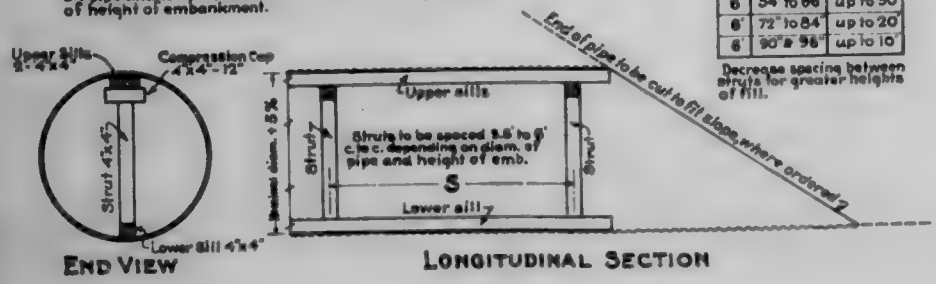
For Pipes 42" or over in Diam.
No Scale

NOTE:
42" pipe shall be strutted if emb. over pipe is more than 50'
48" - 20'
54" pipe and larger sizes shall be strutted regardless of height of embankment.

STRUT SPACING

S	Dia. of Pipe	Ht. of Fill
6'	48"	20' to 50'
6'	54" to 66"	up to 30'
6'	72" to 84"	up to 20'
6'	90" & 96"	up to 10'

Decrease spacing between struts for greater heights of fill.

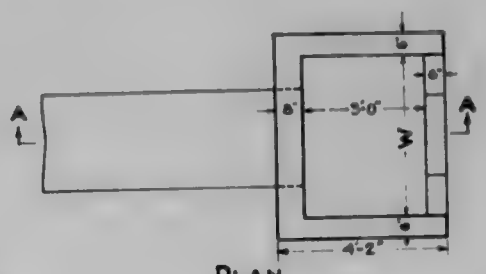

Upper Sills 2-4"x4"
Compression Cap 4"x4"-12"
Strut 4"x4"
Lower Sill 4"x4"
END VIEW
End of pipe to be cut to fit slope, where ordered
Upper sills
Struts to be spaced 3.5' to 9' c. to c. depending on diam. of pipe and height of emb.
Struts
Struts
S
Lower sill
LONGITUDINAL SECTION

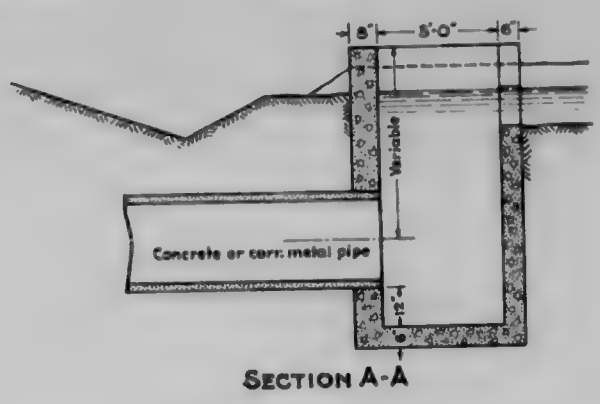
NOTE
All Concrete to be "Class A"

SIPHON

Scale ½"=1ft.

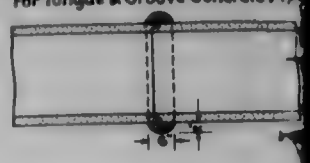
NOTE:
If corrugated metal pipe is used, the seams factory joints shall be close riveted, and soil field joints shall be made watertight by pla asphalt treated burlap under the coupling b If concrete pipe is used, joints shall be mad watertight by mortar collars constructed shown on detail below.

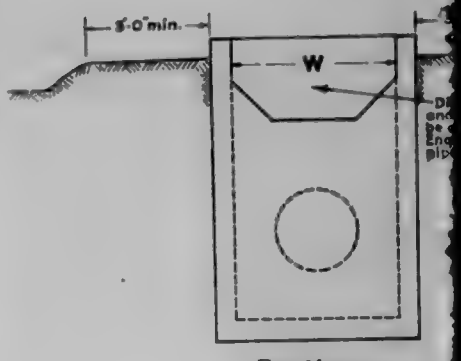


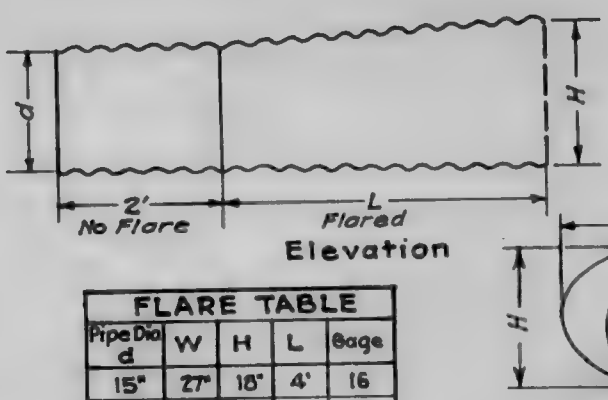


DETAIL of CEMENT MORTAR C

For Tongue & Groove Concrete Pip







FLARE TABLE				
Pipe Dia d	W	H	L	Gage
15"	27"	18"	4'	16
18"	31"	21"	4'	16
24"	43"	27"	4'	16
30"	50"	32"	4'	16
36"	55"	40"	4'	14
42"	62"	47"	6'	14
48"	71"	54	6'	14
54"	76"	61"	6'	14
60"	85"	68"	6'	12
72"	100"	80"	6'	12

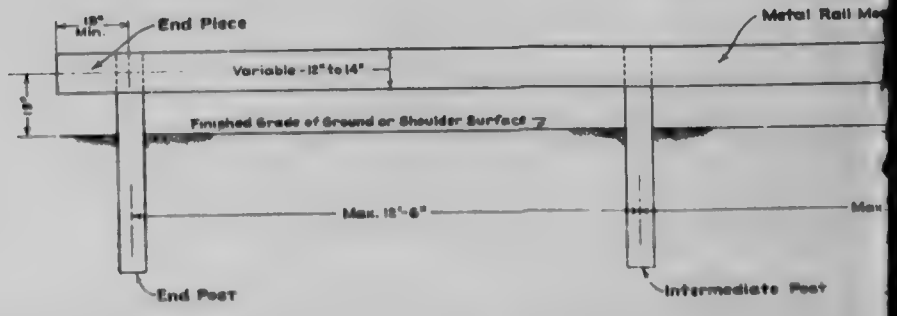
NOTES
Use standard band for connection.
Dimensions W and L subject to manufacturing tolerances.

"U" Shaped Fe
Material or eq
Painted. Mi
1.33 lbs p
(See Typical S

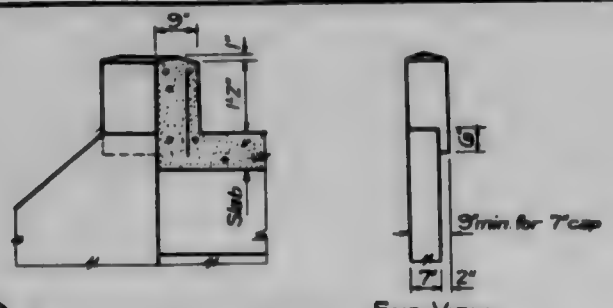
DETAIL of ELLIPTICAL INLET for CORR. METAL PIPE

METAL GUARD RAIL

No Scale



NOTE:
For details of Materials and Erection see Standard Specifications and Special Provisions.



SECTION AT OUTLET END
Inlet end similar except for slab extension.

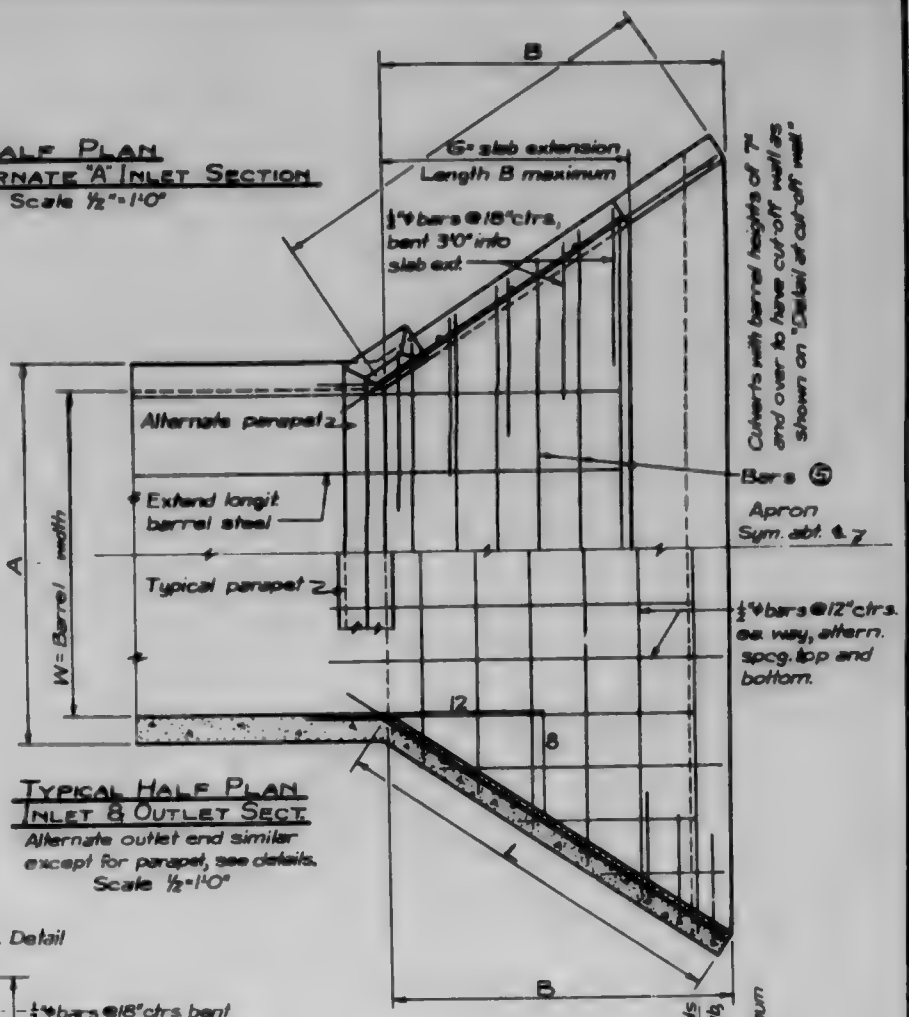
END VIEW

PLAN

ALTERNATE PARAPET DETAILS
Scale ½"=1'0"

Length W	Length G	Barrel height	Reinforcing Bars: Bars ⑤ transv.	Bars ⑥ longit.
4'-0"	3'-0"	For barrel heights, see Standard Dwgs. No. 9795 and 9796.	½"ϕ @ 16" ctrs.	
5'-0"	3'-9"		½"ϕ @ 9" ctrs.	
5'-6"	4'-1½"		⅝"ϕ @ 9" ctrs	
6'-0"	4'-6"		⅝"ϕ @ 9" ctrs.	
7'-0"	5'-3"		¾"ϕ @ 6" ctrs	
8'-0"	6'-0"		¾"ϕ @ 12" ctrs.	
9'-0"	6'-9"		1"ϕ @ 10" ctrs.	
10'-0"	7'-6"			½"ϕ @ 17" ctrs.
12'-0"	9'-0"			½"ϕ @ 12" ctrs.

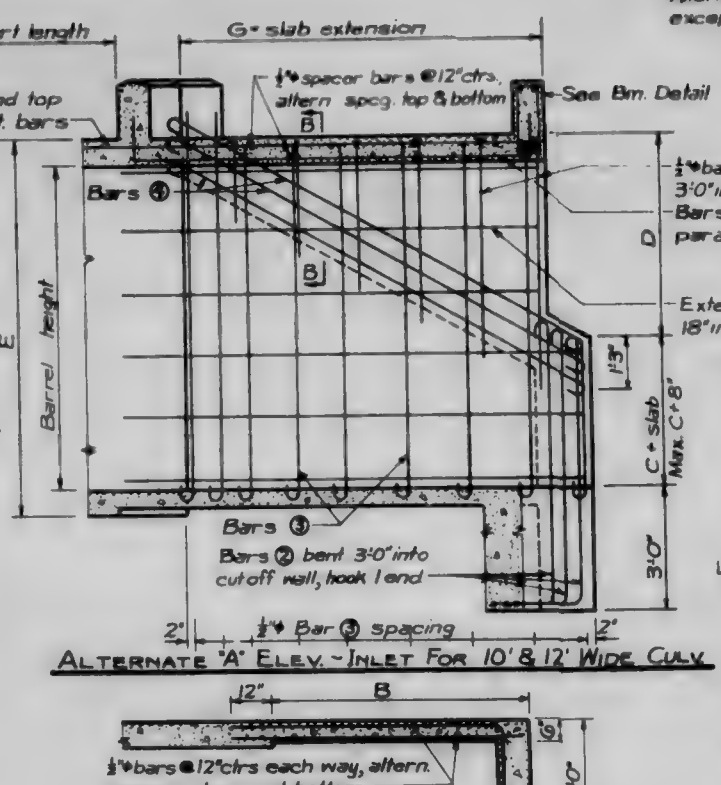
HALF PLAN
ALTERNATE "A" INLET SECTION
Scale ½"=1'0"


B
G= slab extension
Length B maximum
½"ϕ bars @ 18" ctrs, bent 3'0" into slab ext.
Culverts with barrel heights of 7' and over to have cut-off walls as shown on "Detail of cut-off wall"
Alternate parapet 2
Extend longit. barrel steel
Typical parapet 2
A
W= Barrel width
Bars ⑤
Apron Sym. abt. ℄ Z
½"ϕ bars @ 12" ctrs. ea. way, altern. spcg. top and bottom.
12
8
L
B

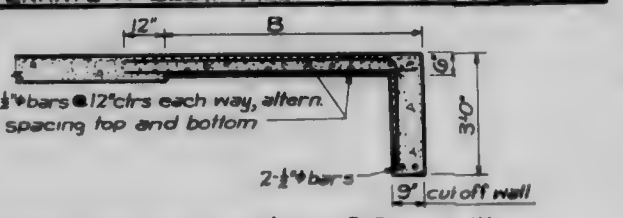
TYPICAL HALF PLAN
INLET & OUTLET SECT.
Alternate outlet end similar except for parapet, see details.
Scale ½"=1'0"

B
G
½"ϕ bars ⑥ bend 12" into Brn. & parapet
ctrs, slab
½"ϕ spacer bars @ 12" ctrs, altern. spcg. top & bottom
½"ϕ bars @ 12" ctrs each way, altern. spcg. top and bottom
L

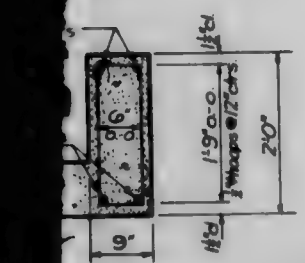
PLAN
12' wide culverts
Scale ¼"=1'0"


Culvert length
G= slab extension
½"ϕ spacer bars @ 12" ctrs, altern. spcg. top & bottom
See Brn. Detail
Extend top longit. bars
B
Bars ④
½"ϕ bars @ 18" ctrs bent 3'0" into slab extension.
Bars ⑥ bent 12" into parapet and brn.
D
Extend ½"ϕ horiz bars 18" into barrel.
Barrel height
E
1'-3"
C + slab Max. C + 8"
3'-0"
Bars ③
Bars ② bent 3'0" into cut off wall, hook I end
2"
½"ϕ Bar ③ spacing
2"

ALTERNATE "A" ELEV. - INLET FOR 10' & 12' WIDE CULV.

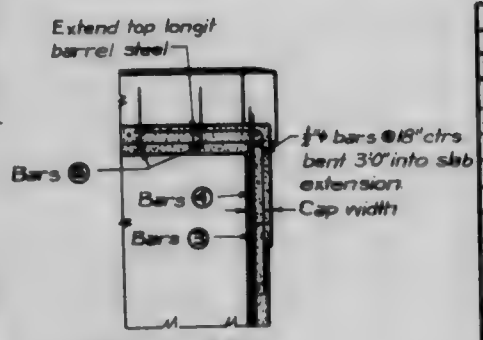


TYPICAL SECTION THRU APRON & CUT-OFF WALL
Scale ⅜"=1'0"



AM DETAIL
Scale ⅜"=1'0"

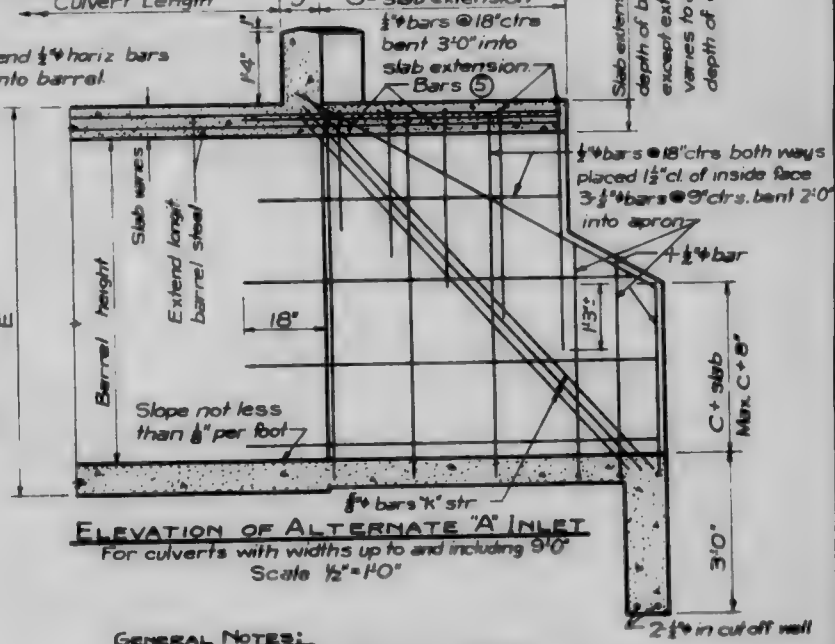
f barrel	Bars ④
	2- ⅝"ϕ
	3- ⅝"ϕ
	2- ¾"ϕ
	3- ¾"ϕ
	3- ¾"ϕ
@ 18	4- ¾"ϕ



SECTION B-B
Scale ⅜"=1'0"

WING WALL MATERIALS				
TYPICAL			ALTERNATE "A"	
Size	Reinf. Steel	Concrete	Reinf Steel	Concrete
3x3	163#	1.9 cu yd	——	——
4x4	226#	2.6 " "	273#	3.09 cu yd
5x5	314#	3.6 " "	385#	4.37 " "
6x6	380#	4.5 " "	502#	5.67 " "
7x7	480#	6.2 " "	675#	7.93 " "
8x8	646#	8.0 " "	939#	10.38 " "
9x9	754#	9.5 " "	1324#	12.51 " "
10x10	963#	11.5 " "	1671#	15.66 " "
11x11	1133#	14.2 " "	——	——
12x12	1366#	16.4 " "	2146#	22.48 " "

Quantities include 2 wings, apron, parapet and 9" barrel section under parapet; based on single barrel culverts at 0 fill.


9"
G= slab extension
Culvert Length
¼"ϕ bars @ 18" ctrs bent 3'0" into slab extension.
Bars ⑤
Slab extension equals depth of barrel except extension varies to a maximum depth of 8"
½"ϕ bars @ 18" ctrs both ways placed 1½" cl. of inside face
3-½"ϕ bars @ 9" ctrs. bent 2'0" into apron
4-½"ϕ bar
Slab wires
Barrel height
Extend longit barrel steel
18"
1'-3"
C + slab Max. C + 8"
E
Slope not less than ⅛" per foot
⅝"ϕ bars "K" str
3'-0"
2-½"ϕ in cut off wall

ELEVATION OF ALTERNATE "A" INLET
For culverts with widths up to and including 9'0"
Scale ½"=1'0"

GENERAL NOTES:
All concrete shall be class "A", fc = 3300 p.s.i.
All reinforcing steel shall be intermediate grade deformed bars, fs = 20,000 p.s.i., and shall be placed 1½" clear of nearest face of concrete unless shown or noted otherwise. Bar splices shall be 20 diameters.
Pour culvert walls and wingwalls monolithic.
All reinforcing steel to conform to ASTM specifications A305-49.
Construct typical wingwalls and parapet unless otherwise specified.

APPROVED:
BRIDGE ENGINEER

OREGON
STATE HIGHWAY COMMISSION

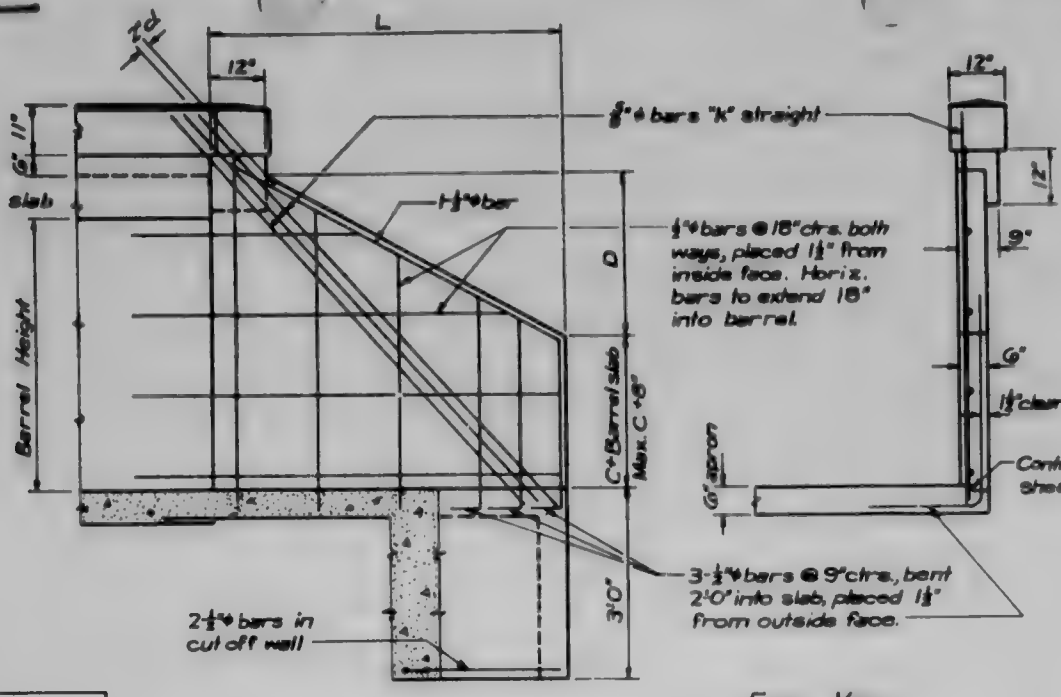
STANDARD CULVERT WINGS —ALL SIZES—

SCALE NOTED
MARCH 19, 1954

DRAWN BY W.D.G.

SHEET 1 OF 1
DWG. NO. 11363

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE 3"=1'-0" SHOULD BE READ 1½"=1'-0".
INDICATED SCALE 1"=10'-0" SHOULD BE READ ½"=20'-0"


L
12"
12d
6" 11"
slab
Barrel Height
⅝"ϕ bars "K" straight
1½"ϕ bar
½"ϕ bars @ 18" ctrs. both ways, placed 1½" from inside face. Horiz. bars to extend 18" into barrel.
D
C+Barrel slab Max. C+8"
3'0"
2½"ϕ bars in cut off wall
3-½"ϕ bars @ 9" ctrs., bent 2'0" into slab, placed 1½" from outside face.

ELEVATION

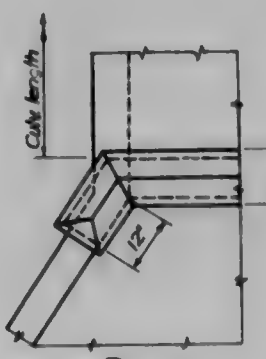
END VIEW

TYPICAL WING WALL FOR 3'0" TO 6'0" HIGH CULVERTS

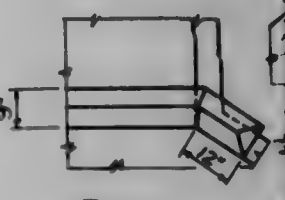
Alternate "A" outlet end similar except for parapet

Scale ½"=1'0"

Barrel Hgt. Ft. & Ins.	Length "L" Ft. & Ins.	Length B Ft. & Ins	Length C Ft. & Ins.	Length D Ft. & Ins	Bars "K" Nº
3' 0"	4' 0"	3' 3 15/16"	1' 4"	1' 8"	2
4' 0"	5' 0"	4' 1 15/16"	1' 10"	2' 2"	2
5' 0"	6' 0"	5' 4 7/8"	2' 0"	3' 0"	3
6' 0"	7' 0"	6' 2 7/8"	2' 5"	3' 7"	3

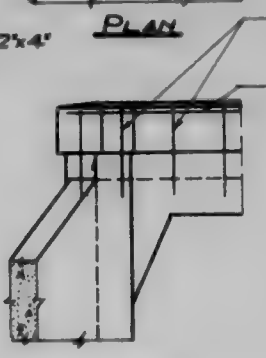


PLAN

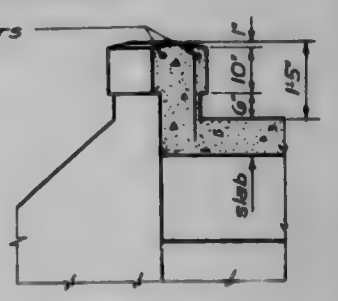


PLAN

ALTE



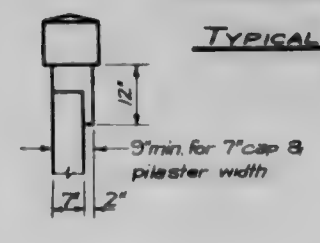
ELEVATION

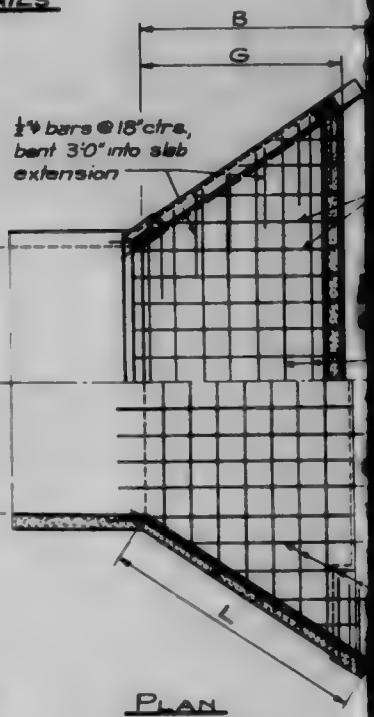


SECTION

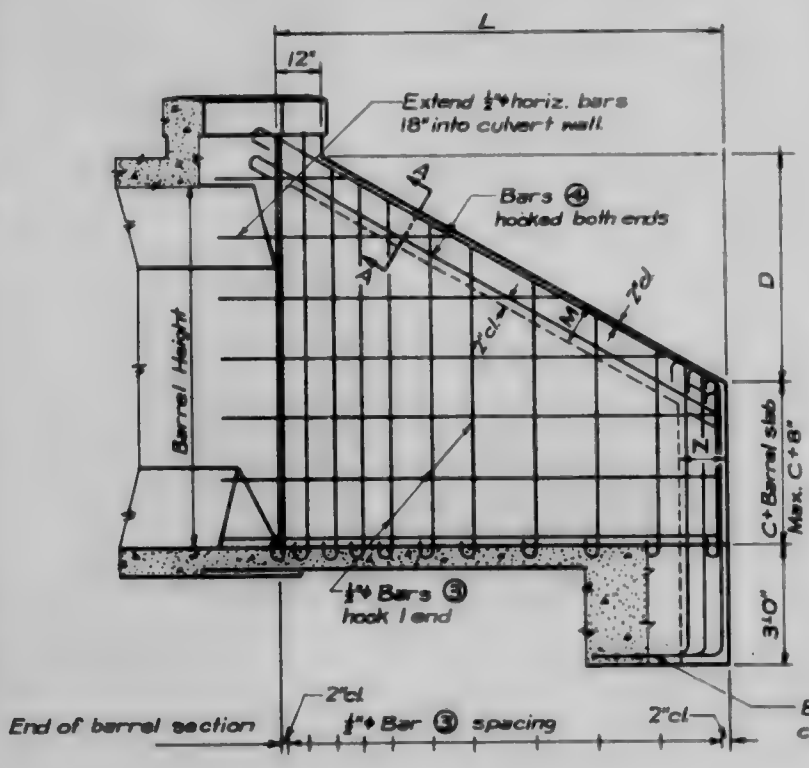
TYPICAL PARAPET DETAILS

Scale ½"=1'0"

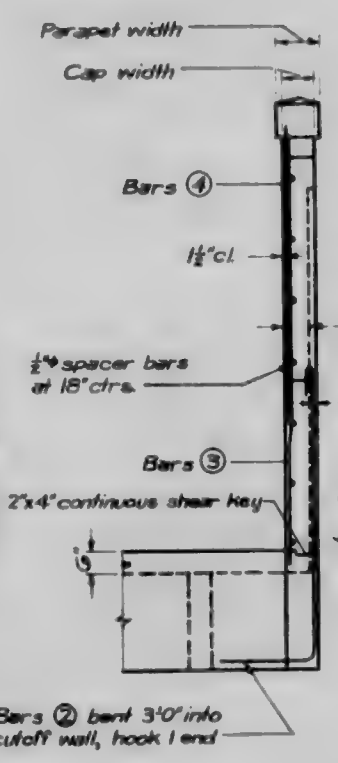




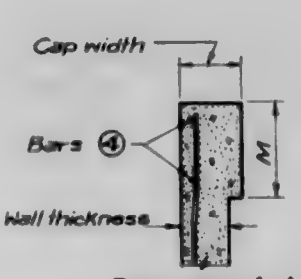
PLAN
10' and 12' wide culverts
Scale ¼"=1'0"



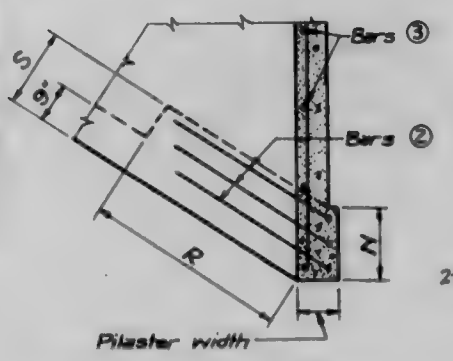
ELEVATION



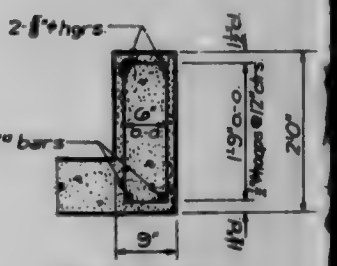
END VIEW



SECTION A-A



DETAIL AT CUTOFF WALL
For culverts with barrel heights of 7'0" and over only.



BEAM DETAIL
Scale ¾"=1'0"

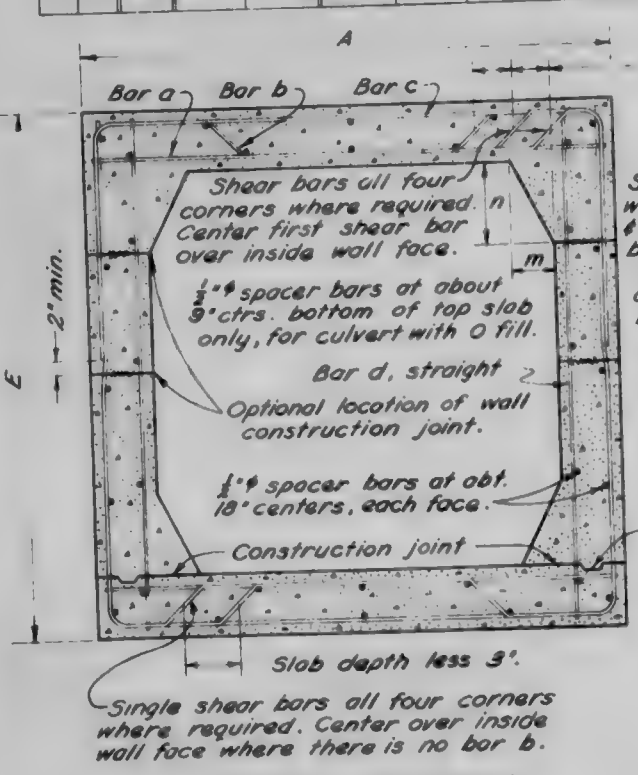
TYPICAL WING WALL FOR 7'-0" TO 12'-0" HIGH CULVERTS

Alternate "A" outlet end similar except for parapet

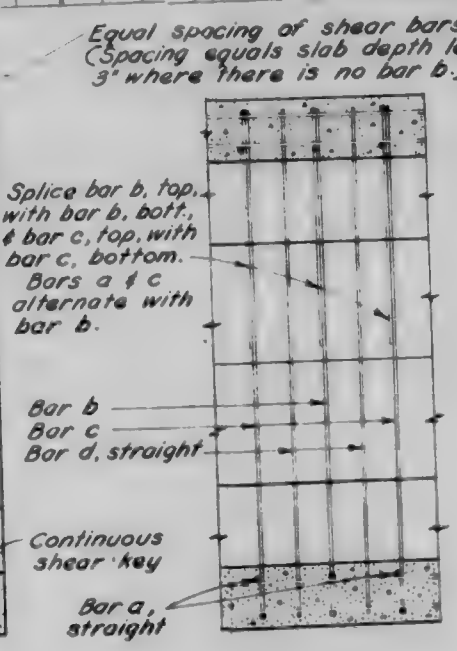
Scale ⅜"=1'0"

Barrel Hgt. Ft. & Ins.	Length "L" Ft. & Ins.	Length "B" Ft. & Ins.	Length "C" Ft. & Ins.	Length "D" Ft. & Ins.	Wall Thickness	Cap M	Pilaster N	Cap & Pilaster Width	Parapet Width	Cut-off Wall R	Cut-off Wall S	Reinforcing Bars: Bars ②	Reinforcing Bars: ½"ϕ Bars ③ spacing from end of barrel	Reinforcing Bars: Bars ④
7'-0"	8'-6"	7-0 7/8	2'-10"	4-2	7"	0-9	0-10	7"	12"	3-3	1-0	2-⅝"ϕ	2"; 2@13; 4@18	2-⅝"ϕ
8'-0"	10'-0"	8-3 13/16	3'-0"	5-0	7"	1-4	1-4	7"	12"	3-7	1-5	3-⅝"ϕ	2"; 2@8; 2@14; 4@18	3-⅝"ϕ
9'-0"	11'-0"	9-1 13/16	3'-5"	5-7	7"	1-0	1-2	9"	12"	3-5	1-4	3-⅝"ϕ	2"; 4@8; 2@12; 4@18	2-¾"ϕ
10'-0"	12'-0"	9-11 13/16	3'-10"	6-2	7"	1-6	1-6	9"	12"	3-6	1-9	3-¾"ϕ	2"; 4@7; 2@11; 5@18	3-¾"ϕ
11'-0"	13'-0"	10-9 3/4	4'-4"	6-8	8"	1-2	1-2	12"	15"	3-2	1-5	3-¾"ϕ	2"; 6@6; 4@11; 4@18	3-¾"ϕ
12'-0"	14'-0"	11-7 3/4	4'-9"	7-3	8"	1-7	1-6	12"	15"	3-4½	1-8	3-⅞"ϕ	2"; 2@4; 4@6; 3@8; 3@12; 4@18	4-¾"ϕ

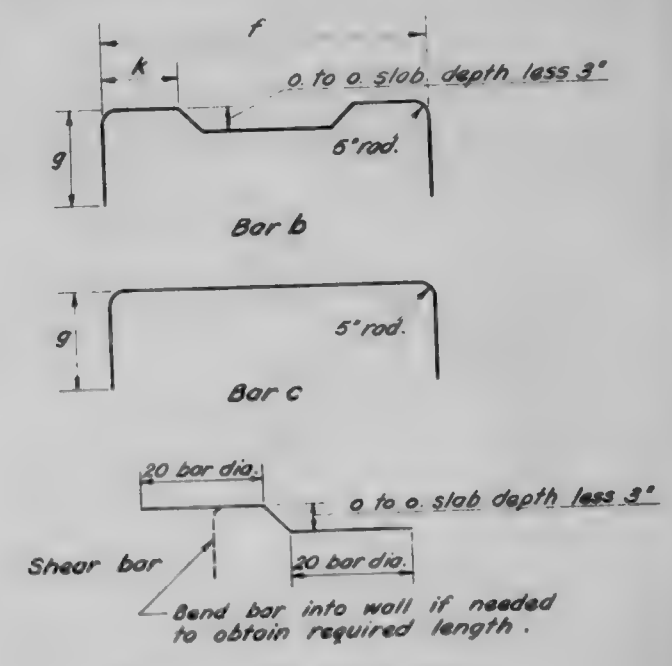
SIZE Ft		FILL Ft.	QUANTITY Per Lin Ft		DIMENSIONS Ft & Ins			Ins	REINFORCING BARS a			b						c							b.c	d			Long.	Shear		
WIDTH	HGT.		CONC. C.Y.	STEEL Lbs.	A	E	SLAB	WALL	SIZE	SPC.	LGTH.	SIZE	SPC.	TOP LGT.	TOP g	BOTT. LGT.	BOTT. g	k	SIZE	SPC.	TOP LGT.	TOP g	BOTT. LGT.	BOTT. g	f	SIZE	SPC.	LGTH.	NO.	SIZE	SPC.	NO.	LGTH.
10	8	0	962	171.25	11-2	9-4	8	7	3/8	5	10-11								5/8	8½	13-7	1-6	28-9	9-1	10-11	1/2	9	9-1	•57				
"	"	10	996	204.61	11-2	9-5	8½	7	3/4	12	10-11	3/4	12	14-4	1-8	29-4	9-2	2-1	5/8	12	13-7	1-6	29-11	9-2	10-11	1/2	6	9-2	•56				
"	"	20	1.269	234 93	11-3	10-0	12	7½	1"	12	11-0	3/4	12	14-8	1-8	30-10	9-9	2-0	5/8	12	13-8	1-6	30-2	9-9	11-0	1/2	6	9-9	54				
"	"	30	1.404	292.75	11-4	10-3	13½	■	1"	11½	11-1	7/8	11½	15-4	1-11	31-6	10-0	1-10	5/8	11½	13-9	1-6	30-9	10-0	11-1	5/8	7½	10-0	54	3/8	7	8	2-7
"	"	40	1.650	349.36	11-4	10-10	17	8	1"	11	11-1	7/8	11	15-7	1-11	32-11	10-7	1-10	5/8	11	13-9	1-6	31-11	10-7	11-1	5/8	7½	10-7	54	1/2	6	8	3-4
"	"	50	1.718	376.87	11-5	10-11	17½	8½	1"	13	11-2	1"	13	16-0	2-1	33-2	10-8	1-10	5/8	13	13-10	1-6	32-2	10-8	11-2	5/8	7½	10-8	54	1/2	6	8	3-5
"	"	60	1.858	408.98	11-6	11-2	19	9	1"	10½	11-3	1"	10½	16-3	2-1	33-11	10-11	1-10	5/8	10½	13-11	1-6	32-9	10-11	11-3	5/8	7½	10-11	54	1/2	6	8	3-7
10	10	0	1.130	196.37	11-4	11-3	7½	8	3/8	5½	11-1								3/8	7	13-9	1-6	32-9	11-0	11-1	1/2	8	11-0	•61				
"	"	10	1.200	214.60	11-4	11-5	8½	8	3/4	14	11-1	7/8	14	14-2	1-6	33-6	11-2	2-4	7/8	14	14-7	1-11	33-1	11-2	11-1	1/2	9	11-2	•60				
"	"	20	1.340	276.56	11-4	11-9	10½	8	7/8	14	11-1	7/8	14	15-2	1-11	34-4	11-6	2-2	7/8	14	14-7	1-11	33-9	11-6	11-1	1/2	9	11-6	•60	3/8	7	4	2-3
"	"	30	1.514	310.54	11-4	12-2	13	8	1"	12	11-1	7/8	14	15-2	1-11	34-7	11-11	2-0	7/8	12	14-7	1-11	34-7	11-11	11-1	1/2	9	11-11	•58	3/8	6	8	2-7
"	"	40	1.655	322.35	11-4	12-6	15	8	7/8	10	11-1	7/8	10	15-5	1-11	36-1	12-3	1-10	5/8	10	13-9	1-6	35-3	12-3	11-1	1/2	9	12-3	•58	1/2	10	8	3-1
"	"	50	1.759	354.75	11-4	12-9	16½	8	1"	11	11-1	1"	11	15-11	2-1	36-9	12-6	1-8	5/8	11	13-9	1-6	35-9	12-6	11-1	1/2	9	12-6	•58	1/2	5½	4	3-4
10	12	0	1.256	218.95	11-4	13-3	7½	8	5/8	6	11-1								5/8	6½	13-9	1-6	36-9	13-0	11-1	1/2	6½	13-0	•65				
"	"	10	1.361	240.22	11-4	13-6	9	8	1/2	11	11-1	1/2	11	13-8	1-3	37-8	13-3	2-2	7/8	11	14-7	1-11	37-3	13-3	11-1	1/2	7½	13-3	•64				
"	"	20	1.536	295.22	11-4	13-11	11½	8	5/8	10	11-1	5/8	10	14-4	1-6	38-8	13-8	2-0	7/8	10	14-7	1-11	38-1	13-8	11-1	1/2	7½	13-8	•64				
"	"	30	1.641	355.08	11 4	14-2	13	8	7/8	15	11-1	7/8	15	15-4	1-11	39-4	13-11	1-10	1"	15	14-11	2-1	38-7	13-11	11-1	1/2	7	13-11	•60	3/8	7½	8	2-7
"	"	40	1746	405.01	11-4	14-5	14½	8	3/4	10	11-1	7/8	10	15-5	1-11	39-11	14-2	1-8	7/8	10	14-7	1-11	39-1	14-2	11-1	1/2	6	14-2	•60	1/2	10	8	3-1
"	"	50	1.816	462.02	11-4	14-7	15½	8	1"	12	11-1	1"	12	15-10	2-1	40-4	14-4	1-6	1"	12	14-11	2-1	39-5	14-4	11-1	5/8	7	14-4	•60	1/2	6	4	3-2
12	8	0	1.119	208.38	13-4	9-4	8	8	3/4	7	13-1								5/8	7	15-9	1-6	30-11	9-1	13-1	1/2	9	9-1	•62				
"	"	10	1.283	214.16	13-4	9-8	10	8	7/8	16	13-1	7/8	16	17-1	1-11	32-1	9-5	2-8	5/8	16	15-9	1-6	31-7	9-5	13-1	1/2	7	9-5	•60				
"	"	20	1.371	292.72	13-4	10-3	13½	8	1"	16	13-1	1"	16	17-8	2-1	33-6	10-0	2-6	5/8	16	15-9	1-6	32-9	10-0	13-1	5/8	5½	10-0	•60				
"	"	30	1.818	386.43	13-4	10-9	16½	8	1"	7½	13-1								3/4	6½	16-1	1-8	33-9	10-6	13-1	3/4	7	10-6	•56	3/8	7½	8	3-0
"	"	40	1.983	446 17	13-4	11-1	18½	8	1"	6	13-1								3/4	6	16-1	1-8	34-5	10-10	13-1	3/4	6½	10-10	•56	3/8	6	8	3-2
"	"	50	2.270	477.00	13-4	11-8	22	8	1½"	7	13-1								7/8	8	16-7	1-11	35-7	11-5	13-1	3/4	6	11-5	•56	1/2	7	8	3-11
12	10	0	1.265	228.95	13-4	11-4	8	8	3/4	7½	13-1								3/4	9½	16-1	1-8	34-11	11-1	13-1	5/8	11	11-1	•66				
"	"	10	1428	244.91	13-4	11-8	10	8	7/8	18	13-1	7/8	18	17-1	1-11	36-1	11-5	2-7	7/8	18	16-7	1-11	35-7	11-5	13-1	1/2	8	11-5	•64				
																			3/4	9	16-1	1-8	38-11	13-1	13-1	5/8	10	13-1	70				
12	12	0	1391	248.58	13-4	13-4	8	8	3/4	8	13-1								1"	16	16-11	2-1	39-7	13-5	13-1	1/2	9	13-5	64				
"	"	10	1.554	273.10	13-4	13-8	10	8	3/4	16	13-1	3/4	16	16-7	1-8	40-1	13-5	2-6	1"	16	16-11	2-1	40-5	13-10	13-1	1/2	9	13-10	64	3/8	8	4	2-6
"	"	20	1761	375.38	13-4	14-1	12½	8	1"	16	13-1	7/8	16	17-3	1-11	41-1	13-10	2-4	1"	16	16-11	2-1	41-1	14-2	13-1	1/2	9	14-2	64	3/8	8	8	2-9
"	"	30	1.925	415.41	13-4	14-5	14½	8	1"	16	13-1	1"	16	17-9	2-1	41-11	14-2	2-2	1"	16	16-11	2-1	41-11	14-7	13-1	1/2	9	14-7	64	1/2	6	4	3-4
"	"	40	2.131	457.50	13-4	14-10	17	8	1"	12	13-1	1"	12	17-11	2-1	42-11	14-7	2-0	7/8	12	16-7	1-11	41-11	14-7	13-1	1/2	9	14-11	64	1/2	6	4	3-7
"	"	50	2.295	475.78	13-4	15-2	19	8	1"	12	13-1	1"	12	18-1	2-1	43-9	14-11	1-10	3/4	12	16-1	1-8	42-7	14-11	13-1	1/2	9	14-11	64	1/2	6	4	3-7


A
Bar a
Bar b
Bar c
Shear bars all four corners where required. Center first shear bar over inside wall face.
n
m
½"ϕ spacer bars at about 9" ctrs. bottom of top slab only, for culvert with 0 fill.
Bar d, straight
Optional location of wall construction joint.
½"ϕ spacer bars at abt. 18" centers, each face.
Construction joint
E
2" min.
Slab depth less 3".
Single shear bars all four corners where required. Center over inside wall face where there is no bar b.

TYPICAL SECTION


Equal spacing of shear bars. (Spacing equals slab depth less 3" where there is no bar b.)
Splice bar b, top, with bar b, bott., & bar c, top, with bar c, bottom.
Bars a & c alternate with bar b.
Bar b
Bar c
Bar d, straight
Continuous shear key
Bar a, straight

LONGIT. SECTION



REINFORCING BARS

Inside Box Height	m	n
3'-0"	0'-6"	1'-0"
4'-0"	0'-6"	1'-0"
5'-0"	0'-6"	1'-0"
6'-0"	0'-6"	1'-3"
7'-0"	0'-6"	1'-6"
8'-0"	0'-6"	1'-9"
9'-0"	0'-6"	2'-0"
10'-0"	0'-9"	2'-0"
11'-0"	0'-9"	2'-3"
12'-0"	0'-9"	2'-6"

FILLETS
Note: Taper fillets to 0" at ends of barrel on bottom slab only. Taper 18" long.

GENERAL NOTES:
All concrete shall be class 'A' mix and shall attain a breaking strength of 3300 psi. at the end of 28 days.
All exposed corners shall have ¾" bevel.
All reinforcing steel shall be intermediate grade, f_s = 20,000 psi., shall conform to ASTM Specifications A 305-49, and shall be placed 1½" clear from nearest face of concrete unless noted or shown otherwise.
Barrel shall be built with a downstream slope of not less than ⅛" per foot of length.
All materials and workmanship shall conform to the specifications for bridges of the OREGON STATE HIGHWAY COMMISSION.
Note: All bars are round unless shown otherwise.

Approved:
H. D. Tiemann
Bridge Engineer

• Number of longit. bars and pounds of steel under "Quantity" revised 16 Oct. 1953.

OREGON
STATE HIGHWAY COMMISSION

STANDARD BOX CULVERTS
7' x 4' TO 12' x 12'

JANUARY 23, 1951
CALC. BK. NO. 222
DRAWN BY E.H.S.
TRACED BY E.H.S.
SHEET 1 OF 1
DRAWING NO. 9796

SIZE Ft. WIDTH	SIZE Ft. HGT.	FILL Ft.	QUANTITY Per Lin. Ft. CONC. C.Y.	QUANTITY Per Lin. Ft. STEEL Lbs.	DIMENSIONS Ins. A	DIMENSIONS Ins. E	DIMENSIONS Ins. SLAB	DIMENSIONS Ins. WALL	REINFORCING BARS a SIZE	a SPC.	a LGTH.	b SIZE	b SPC.	b TOP LGT.	b TOP g	b BOTT. LGT.	b BOTT. g	b K	c SIZE	c SPC.	c TOP LGT.	c TOP g	c BOTT. LGT.	c BOTT. g	b, c f	d SIZE	d SPC.	d LGTH.	Long. NO.	Shear SIZE	Shear SPC.	Shear NO.	Shear LGTH.
7	4	0	.591	97.08	8-0	5-2	7	6	5/8	6	7-9	—							1/2	7	9-11	1-3	17-3	4-11	7-9	5/8	12	4-11	35	—			
"	"	10	.506	89.81	8-0	5-1	6½	6	5/8	14	7-9	1/2	14	10-2	1-3	17-4	4-10	1-8	5/8	14	10-5	1-6	17-1	4-10	7-9	1/2	6	4-10	34	—			
"	"	20	.613	132.36	8-2	5-4	8	7	5/8	10	7-11	5/8	10	10-11	1-6	18-0	5-1	1-6	5/8	10	10-7	1-6	17-9	5-1	7-11	5/8	7	5-1	34	—			
"	"	30	.731	147.79	8-3	5-8	10	7½	3/4	14	8-0	7/8	14	12-0	1-11	19-0	5-5	1-4	1/2	14	10-2	1-3	18-6	5-5	8-0	5/8	6	5-5	34	3/8	7	8	2-2
"	"	40	.826	161.84	8-4	5-11	11½	8	3/4	10	8-1	3/4	10	11-8	1-8	19-8	5-8	1-2	1/2	10	10-3	1-3	19-1	5-8	8-1	5/8	5½	5-8	34	3/8	10	4	2-4
"	"	50	.903	190.91	8-4	6-2	13	8	1"	12	8-1	3/4	12	11-10	1-8	20-3	5-11	1-0	5/8	12	10-9	1-6	19-7	5-11	8-1	5/8	5	5-11	34	1/2	6	4	2-11
7	7	0	.685	108.70	8-0	8-3	7½	6	5/8	6	7-9	—							1/2	8	9-11	1-3	23-5	8-0	7-9	1/2	9	8-0	43	—			
"	"	10	.636	118.12	8-0	8-1	6½	6	1/2	9	7-9	5/8	9	10-8	1-6	23-4	7-10	1-8	5/8	9	9-7	1-1	23-1	7-10	7-9	1/2	9	7-10	40	—			
"	"	20	.761	140.57	8-2	8-4	8	7	1/2	12	7-11	3/4	12	11-3	1-8	24-1	8-1	1-7	5/8	12	10-7	1-6	23-9	8-1	7-11	1/2	9	8-1	40	—			
"	"	30	.837	167.51	8-2	8-7	9½	7	3/4	13	7-11	3/4	13	11-5	1-8	24-8	8-4	1-6	3/4	13	10-11	1-8	24-3	8-4	7-11	1/2	9	8-4	40	3/8	15	8	2-2
"	"	40	.913	173.13	8-2	8-10	11	7	3/4	10	7-11	3/4	10	11-6	1-8	25-3	8-7	1-5	1/2	10	10-1	1-3	24-9	8-7	7-11	1/2	9	8-7	40	3/8	10	8	2-4
"	"	50	.988	199.37	8-2	9-1	12½	7	3/4	9	7-11	3/4	9	11-7	1-8	25-10	8-10	1-4	1/2	9	10-1	1-3	25-3	8-10	7-11	1/2	9	8-10	40	1/2	9	8	2-10
"	"	60	1.040	222.24	8-2	9-3	13½	7	7/8	9	7-11	3/4	9	11-8	1-8	26-4	9-0	1-4	1/2	9	10-1	1-3	25-7	9-0	7-11	1/2	9	9-0	40	5/8	12	8	3-5
"	"	70	1.145	247.55	8-4	9-5	14½	8	3/4	9	8-1	7/8	9	12-5	1-11	26-11	9-2	1-4	1/2	9	10-3	1-3	26-1	9-2	8-1	1/2	9	9-2	40	5/8	11	8	3-7
"	"	80	1.175	269.44	8-4	9-6	15	8	1"	11	8-1	7/8	11	12-5	1-11	27-1	9-3	1-3	3/4	11	11-1	1-8	26-3	9-3	8-1	1/2	9	9-3	40	5/8	12	8	3-7
"	"	90	1.225	292.58	8-4	9-8	16	8	1"	10	8-1	7/8	10	12-6	1-11	27-6	9-5	1-2	3/4	10	11-1	1-8	26-7	9-5	8-1	1/2	9	9-5	40	5/8	12	8	3-9
"	"	100	1.276	306.93	8-4	9-10	17	8	1"	9½	8-1	7/8	9½	12-7	1-11	27-11	9-7	1-1	3/4	9½	11-1	1-8	26-11	9-7	8-1	1/2	9	9-7	40	5/8	12	8	3-10
7	9	0	.815	128.33	8-2	10-2	7	7	5/8	6	7-11	—							1/2	6½	10-1	1-3	27-5	9-11	7-11	1/2	9	9-11	47	—			
"	"	10	.815	133.95	8-2	10-2	7	7	5/8	13	7-11	1/2	13	10-5	1-3	27-9	9-11	2-0	3/4	13	10-11	1-8	27-5	9-11	7-11	1/2	9	9-11	50	—			
"	"	20	.982	163.62	8-4	10-6	9	8	1/2	14	8-1	5/8	14	11-2	1-6	28-8	10-3	1-10	7/8	14	11-7	1-11	28-3	10-3	8-1	1/2	9	10-3	46	—			
"	"	30	1.033	194.53	8-4	10-8	10	8	3/8	11	8-1	3/4	11	11-7	1-8	29-0	10-5	1-8	3/4	11	11-1	1-8	28-7	10-5	8-1	1/2	9	10-5	46	3/8	11	8	2-2
"	"	40	1.085	219.47	8-4	10-10	11	8	1/2	10	8-1	3/4	10	11-8	1-8	29-5	10-7	1-6	3/4	10	11-1	1-8	28-11	10-7	8-1	1/2	8	10-7	46	3/8	10	8	2-4
"	"	50	1.110	265.05	8-4	10-11	11½	8	5/8	9	8-1	3/4	9	11-8	1-8	29-8	10-8	1-4	3/4	9	11-1	1-8	29-1	10-8	8-1	5/8	9	10-8	46	1/2	9	8	2-8
8	3	0	.568	101.53	9-0	4-3	7½	6	5/8	6	8-9	—							1/2	7	10-11	1-3	16-5	4-0	8-9	3/8	12	4-0	38	—			
"	"	10	.563	102.84	9-2	4-2	7	7	3/4	15	8-11	5/8	15	11-11	1-6	16-9	3-11	1-10	5/8	15	11-7	1-6	16-5	3-11	8-11	1/2	5½	3-11	34	—			
"	"	20	.705	138.23	9-4	4-6	9	8	3/4	15	9-1	7/8	15	13-0	1-11	17-8	4-3	1-8	5/8	15	11-9	1-6	17-3	4-3	9-1	5/8	5½	4-3	34	—			
8	4	0	.602	107.24	9-0	5-3	7½	6	5/8	6	8-9	—							1/2	7	10-11	1-3	18-5	5-0	8-9	5/8	12	5-0	40	—			
"	"	10	.606	110.43	9-2	5-2	7	7	3/4	15	8-11	5/8	15	11-11	1-6	18-9	4-11	1-10	5/8	15	11-7	1-6	18-5	4-11	8-11	1/2	5½	4-11	36	—			
"	"	20	.753	149.06	9-4	5-6	9	8	3/4	15	9-1	7/8	15	13-0	1-11	19-8	5-3	1-8	5/8	15	11-9	1-6	19-3	5-3	9-1	5/8	5½	5-3	36	—			
"	"	30	.886	186.50	9-5	5-10	11	8½	3/4	12	9-2	7/8	12	13-3	1-11	20-[illegible]	5-7	1-6	1/2	12	11-4	1-3	20-0	5-7	9-2	3/4	6½	5-7	36	3/8	6	8	2-4
"	"	40	.993	216.52	9-6	6-1	12½	9	1"	12	9-3	3/4	12	12-9	1-8	21-2	5-10	1-4	3/4	12	12-3	1-8	20-7	5-10	9-3	3/4	6	5-10	36	3/8	6	4	2-6
"	"	50	1.100	235.22	9-7	6-4	14	9½	1"	12	9-4	3/4	12	12-11	1-8	22-0	6-1	1-2	3/4	12	12-4	1-8	21-2	6-1	9-4	3/4	6	6-1	36	3/8	6	4	2-8
8	5	0	.639	115.38	9-0	6-3	7½	6	3/4	8	8-9	—							1/2	7	10-11	1-3	20-5	6-0	8-9	1/2	9	6-0	44	—			
"	"	10	.611	121.88	9-0	6-2	7	6	5/8	13	8-9	5/8	13	11-9	1-6	20-7	5-11	1-8	5/8	13	11-5	1-6	20-3	5-11	8-9	5/8	9	5-11	40	—			
"	"	15	.667	136.51	9-0	6-4	8	6	5/8	10	8-9	5/8	10	11-9	1-6	20-11	6-1	1-8	1/2	10	10-11	1-3	20-7	6-1	8-9	5/8	7	6-1	40	—			
8	6	0	.715	119.38	9-0	7-4	8	6	5/8	5	8-9	—							1/2	8	10-11	1-3	22-7	7-1	8-9	1/2	9	7-1	44	—			
"	"	10	.685	122.56	9-0	7-3	7½	6	5/8	11	8-9	5/8	11	11-9	1-6	22-8	7-0	1-8	1/2	11	10-11	1-3	22-5	7-0	8-9	1/2	9	7-0	40	—			
"	"	15	.814	128.27	9-2	7-6	9	7	3/4	14	8-11	3/4	14	12-4	1-8	23-6	7-3	1-8	1/2	14	11-1	1-3	23-1	7-3	8-11	1/2	9	7-3	40	—			
8	7	0	.731	126.59	9-0	8-3	7½	6	5/8	5½	8-9	—							1/2	7	10-11	1-3	24-5	8-0	8-9	1/2	9	8-0	48	—			
8	8	0	.835	137.80	9-2	9-3	7½	7	5/8	5½	8-11	—							1/2	6½	11-1	1-3	26-7	9-0	8-11	1/2	9	9-0	52	—			
"	"	10	.835	140.89	9-2	9-3	7½	7	1/2	10	8-11	1/2	10	11-5	1-3	26-11	9-0	1-10	5/8	10	11-7	1-6	26-7	9-0	8-11	1/2	9	9-0	48	—			
"	"	20	.920	171.03	9-2	9-6	9	7	5/8	14	8-11	7/8	14	12-10	1-11	27-6	9-3	1-9	5/8	14	11-7	1-6	27-1	9-3	8-11	1/2	9	9-3	50	—			
"	"	30	.976	212.71	9-2	9-8	10	7	7/8	12	8-11	3/4	12	12-5	1-8	27-11	9-5	1-8	3/4	12	11-11	1-8	27-5	9-5	8-11	1/2	9	9-5	50	3/8	12	8	2-2
"	"	40	1.118	229.83	9-2	10-1	12½	7	1"	14	8-11	7/8	14	13-1	1-11	28-10	9-10	1-7	3/4	14	11-11	1-8	28-3	9-10	8-11	1/2	9	9-10	50	1/2	14	8	2-10
"	"	50	1.174	243.18	9-2	10-3	13½	7	1"	12	8-11	7/8	12	13-2	1-11	29-4	10-0	1-6	5/8	12	11-7	1-6	28-7	10-0	8-11	1/2	9	10-0	50	1/2	12	8	2-11
"	"	60	1.260	305.75	9-2	10-6	15	7	1"	14	8-11	1"	14	13-7	2-1	29-11	10-3	1-5	7/8	14	12-5	1-11	29-1	10-3	8-11	1/2	9	10-3	50	5/8	12	8	3-7
"	"	70	1.378	329.79	9-3	10-9	16½	7½	1"	13	9-0	1"	13	13-10	2-1	30-8	10-6	1-4	7/8	13	12-6	1-11	29-8	10-6	9-0	1/2	9	10-6	50	5/8	12	8	3-10
"	"	80	1.468	354.21	9-4	10-11	17½	8	1"	12	9-1	1"	12	13-11	2-1	31-1	10-8	1-3	7/8	12	12-7	1-11	30-1	10-8	9-1	1/2	9	10-8	50	5/8	12	8	3-11
8	11	0	1.071	178.45	9-4	12-2	7	8	5/8	6	9-1	—							5/8	7	11-9	1-6	32-7	11-11	9-1	1/2	9	11-11	60	—			
"	"	10	1.129	189.04	9-4	12-4	8	8	1/2	11	9-1	—							3/4	7½	12-1	1-8	32-11	12-1	9-1	5/8	10	12-1	56	—			
"	"	20	1.244	240.89	9-4	12-8	10	8	5/8	10	9-1	—							3/4	5½	12-1	1-8	33-7	12-5	9-1	5/8	10	12-5	56	—			
"	"	30	1.333	282.54	9-4	12-11	11½	8	5/8	6½	9-1	—							3/4	4½	12-1	1-8	34-1	12-8	9-1	5/8	9	12-8	56	—			
"	"	40	1.417	338.01	9-4	13-2	13	8	5/8	5½	9-1	—							7/8	5½	12-7	1-11	34-7	12-11	9-1	5/8	8	12-11	56	3/8	11	8	2-7
"	"	50	1.475	382.37	9-4	13-4	14	8	3/4	6½	9-1	—							7/8	5	12-7	1-11	34-11	13-1	9-1	5/8	7	13-1	56	1/2	13	8	3-0
9	5	0	.685	130.82	10-0	6-3	7½	6	5/8	5½	9-9	—							1/2	6	11-11	1-3	21-5	6-0	9-9	5/8	12	6-0	44	—			
"	"	10	.724	149.63	10-2	6-3	7½	7	3/4	14	9-11	5/8	14	12-11	1-6	21-10	6-0	2-4	3/4	14	12-11	1-8	21-7	6-0	9-11	1/2	5	6-0	44	—			
"	"	20	.922	195.73	10-4	6-8	10	8	1"	16	10-1	3/4	16	13-7	1-8	23-1	6-5	2-2	7/8	16	13-7	1-11	22-7	6-5	10-1	5/8	5½	6-5	44	—			
"	"	30	1.093	240.83	10-6	7-0	12	9	1"	14	10-3	7/8	14	14-5	1-11	24-1	6-9	2-0	3/4	14	13-3	1-8	23-5	6-9	10-3	3/4	6½	6-9	44	3/8	7	8	2-5
"	"	40	1.245	270.11	10-7	7-4	14	9½	1"	12	10-4	3/4	12	14-2	1-8	25-0	7-1	1-10	3/4	12	13-4	1-8	24-2	7-1	10-4	3/4	6½	7-1	44	3/8	6	8	2-8
"	"	50	1.375	291.14	10-7	7-8	16	9½	1"	10	10-4	5/8	10	13-11	1-6	25-9	7-5	1-8	3/4	10	13-4	1-8	24-10	7-5	10-4	3/4	6	7-5	44	1/2	10	8	2-3
9	9	0	.965	148.97	10-2	10-4	8	7	3/4	8	9-11	—							1/2	6½	12-1	1-3	29-9	10-1	9-11	1/2	9	10-1	52	—			
"	"	10	.933	160.46	10-2	10-3	7½	7	3/4	13	9-11	5/8	13	12-11	1-6	29-10	10-0	1-10	5/8	13	12-7	1-6	29-7	10-0	9-11	1/2	9	10-0	50	—			
"	"	20	1.125	214.15	10-4	10-7	9½	8	3/4	12	10-1	3/4	12	13-7	1-8	30-10	10-4	1-9	3/4	12	13-1	1-8	30-5	10-4	10-1	1/2	9	10-4	50	—			
"	"	30	1.284	247.38	10-4	11-0	12	8	7/8	10	10-1	5/8	10	13-5	1-6	31-11	10-9	1-8	3/4	10	13-1	1-8	31-3	10-9	10-1	1/2	9	10-9	50	3/8	10	8	2-5
"	"	40	1.380	278.14	10-4	11-3	13½	8	1"	11	10-1	3/4	11	13-10	1-8	32-6	11-0	1-7	3/4	11	13-1	1-8	31-9	11-0	10-1	1/2	9	11-0	50	1/2	11	8	2-11
"	"	50	1.508	303.77	10-4	11-7	15½	8	1"	11	10-1	7/8	11	14-6	1-11	33-4	11-4	1-6	5/8	11	12-9	1-6	32-5	11-4	10-1	1/2	9	11-4	50	5/8	11	8	3-8
10	5	0	.785	137.94	11-1	6-4	8	6½	5/8	5	10-10	—							1/2	7	13-0	1-3	22-8	6-1	10-10	1/2	10	6-1	49	—			
10	6	0	.834	141.45	11-1	7-4	8	6½	5/8	5	10-10	—							1/2	7	13-0	1-3	24-8	7-1	10-10	1/2	10	7-1	49	—			
"	"	10	.891	149.46	11-2	7-5	8½	7	3/4	14	10-11	3/4	14	14-4	1-8	25-4	7-2	2-2	1/2	14	13-1	1-3	24-11	7-2	10-11	1/2	6	7-2	44	—			
"	"	20	1.122	213.78	11-3	7-11	11½	7½	1"	15	11-0	7/8	15	15-1	1-11	26-7	7-8	2-0	5/8	15	13-8	1-6	26-0	7-8	11-0	5/8	6	7-8	44	—			
"	"	30	1.322	260.16	11-4	8-4	14	8	1"	14	11-1	7/8	14	15-5	1-11	27-9	8-1	1-10	5/8	14	13-9	1-6	26-11	8-1	11-1	5/8	5	8-1	44	3/8	7	8	2-8
"	"	40	1.488	318.10	11-5	8-8	16	8½	1"	7	11-2	—							3/4	7	14-2	1-8	27-8	8-5	11-2	3/4	7	8-5	44	3/8	7	4	2-11
"	"	50	1.630	349.72	11-5	9-0	18	8½	1"	6½	11-2	—							3/4	6½	14-2	1-8	28-4	8-9	11-2	3/4	7	8-9	44	1/2	6½	4	3-6
10	7	0	.945	155.92	11-2	8-5	8½	7	3/4	12	10-11	5/8	12	14-0	1-6	27-4	8-2	2-2	1/2	12	13-1	1-3	26-11	8-2	10-11	1/2	9	8-2	58	—			
"	"	10	.945	171.55	11-2	8-5	8½	7	5/8	11	10-11	3/4	11	14-4	1-8	27-4	8-2	2-1	1/2	11	13-1	1-3	26-11	8-2	10-11	1/2	9	8-2	52	—			

SIZE Ft. WIDTH	SIZE Ft. HGT.	Long. NO.	Shear SIZE	Shear SPC.	Shear NO.	Shear LGTH.
10	8	35	—			
"	"	34	—			
"	"	34	—			
"	"	34	3/8	7	8	2-2
"	"	34	3/8	10	4	2-4
"	"	34	1/2	6	4	2-11
10	10	43	—			
"	"	40	—			
"	"	40	—			
"	"	40	3/8	15	8	2-2
"	"	40	3/8	10	8	2-4
"	"	40	1/2	9	8	2-10
"	"	40	5/8	12	8	3-5
"	"	40	5/8	11	8	3-7
"	"	40	5/8	12	8	3-7
"	"	40	5/8	12	8	3-9
"	"	40	5/8	12	8	3-10
10	12	47	—			
"	"	50	—			
"	"	46	—			
"	"	46	3/8	11	8	2-2
"	"	46	3/8	10	8	2-4
"	"	46	1/2	9	8	2-8
12	8	38	—			
"	"	34	—			
"	"	34	—			
12	10	40	—			
"	"	36	—			
"	"	36	—			
"	"	36	3/8	6	8	2-4
"	"	36	3/8	6	4	2-6
"	"	36	3/8	6	4	2-8
12	12	44	—			
"	"	40	—			
"	"	40	—			
"	"	50	3/8	12	8	2-2
"	"	50	1/2	14	8	2-10
"	"	50	1/2	12	8	2-11
"	"	50	5/8	12	8	3-7
"	"	50	5/8	12	8	3-10
"	"	50	5/8	12	8	3-11
12	14	60	—			
"	"	56	—			
"	"	56	—			
"	"	56	—			
"	"	56	3/8	11	8	2-7
"	"	56	1/2	13	8	3-0
12	16	52	—			
"	"	50	—			
"	"	50	—			
"	"	50	3/8	10	8	2-5
"	"	50	1/2	11	8	2-11
"	"	50	5/8	11	8	3-8
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S-507(1)

11366

file i

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

O F F I C E

C O P Y

L

Herewith seven copies of a sketch map of the Baker Creek Bridge Section of the Scholls Highway for use in securing Commission approval of the survey.

This project is a 1957 FAS job and there has been allocated $50,000.

It is anticipated that bids will be taken on this project at the November letting.

(sgd) Forrest Cooper

Forrest Cooper
Assistant Construction Engineer

EAP:dt

Encls.

This is a replacement of an existing bridge with fill and culvert.

F. C.

Original with maps referred to Cooper with notation: "Survey approval not required account no change in alignment and no R.O.W. condemnation required." WCW

S-306(1)	Service Cr. Br. over John Day River at Service Cr., Service Cr.-Mitchell Hwy.	1955
#4567		

S-306(1) Service Cr. Br. over John Day 1955
River at Service Cr., Service Cr.-
#4567 Mitchell Hwy.

Co. Cont 4567 A

Monthly transaction number	FORM PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
2-44		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County
6		Wheeler
		Project number S-306(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 8, 1956, is hereby modified as follows:

Revised estimated total cost of project $ 157,154.00

Revised Federal funds $ 94,293.00

Other revisions - None.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 17th day of February, 1958.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Reynolds

Chairman, State Highway Commission
(Title)

By M K McClain

Member, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C H Polk
Division Engineer

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11170

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CPR8-1938
State Oreg.
County Wheeler
Project No. S-306(1)
456-1

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 8th day of Feb., 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 18th day of October, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.388 miles of grading, drainage, 2-lane low type surfacing, and bridge construction, (Character of work)

between F.A. Route 5 at Mitchell and F.A. Route 6 at Service Creek, (Control points),

consisting of 0.323 miles of roadway and one (Number) bridges totaling 0.065 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of eighty-seven thousand and 00/100 dollars ($87,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one hundred forty-four thousand, seven hundred seventy-six and 50/100 dollars ($144,776.50).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL

Deputy State Highway Engineer

THE OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer, Bureau of Public Roads

—33205

Oregon State Highway Department

Federal Aid Secondary
Project No. S-306(1)

JOHN DAY RIVER BRIDGE SECTION OF THE SERVICE CREEK-

MITCHELL HIGHWAY IN WHEELER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Nov. 18, 1955

Type Code 0010
Roadway (Sta. 254+25.8-273+50 to Sta. 259+00)(Contract No. 4567)

All Required	Clearing and Grubbing		$	$ 3,500.00
30 cu. yds.	Drainage Excavation, Unclassified		4.00	120.00
400 cu. yds.	Special Borrow Excavation, Unclassified		1.50	600.00
23,300 cu. yds.	General Excavation, Unclassified		0.75	17,475.00
38,000 yd. sta.	Short Overhaul		0.02	760.00
140 C-yd.sta.	Long Overhaul		0.50	70.00
0.32 mile	Finishing Roadbed and Slopes		2,000.00	640.00
60 lin. ft.	18-inch Corrugated Metal Pipe		5.00	300.00
50 lin. ft.	78-inch Corrugated Metal Pipe		45.00	2,250.00
				$ 25,715.00
All Required	Flagging (57½ of Contractor's Cost)			100.00
		Subtotal		$ 25,815.00
		10% Engr. & Cont.		2,581.50
		Total		$ 28,396.50

Type Code X021
Service Creek Bridge (Sta.284+37.00 to Sta.287+30)(Contract No. 4567)

All Required	Remove Old Bridge		$	$ 1,000.00
All Required	Shoring, Cribbing, Etc.			5,000.00
700 cu. yds.	Structural Excavation		7.00	4,900.00
20 cu. yds.	Excavation Below Elevation Shown		25.00	500.00
900 cu. yds.	Class "A" Concrete		74.00	66,600.00
210,000 lbs.	Metal Reinforcement		0.13	27,300.00
100 lin. ft.	8-inch Metal Drain Pipe		5.00	500.00
		Subtotal		$105,800.00
		10% Engr. & Cont.		10,580.00
		Total		$116,380.00

Length of Roadway 0.323 Mile
Length of Structure 0.065 Mile
Total Length 0.388 Mile
Cost of Roadway Per Mile $87,914.86

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 28,396.50	$17,064.00	$11,332.50
Structure	116,380.00	69,936.00	46,444.00
	$144,776.50	$87,000.00	$57,776.50

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

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JAN 2 1958
FOR FILING

Files

OREGON STATE HIGHWAY DEPARTMENT

(date) January 14, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
S-306(V)			
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1562	16 Post Final	A. H. Sexton & Son	
364	H201754	$ 1,058.06	Jan. 14, 58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Bertrude Chapmenke
ACCOUNTING DIVISION

Specified completion Date: Dec. 31, 1956

Time Extensions: July 31, 1957, and Sept. 30, 1957

Completion Date: Sept. 30, 1957

Date Accepted: Oct. 31, 1957

Penalties: Engineering costs to be assessed after 3-1-57

Claims: None of record

Remarks:

Date: Jan. 15, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Floyd Query
By
Floyd Query, Assistant Secretary

Warrant Mailed:

JAN 24 1958

NOTED ON CARD

RECEIVED
JAN 8 - 1958
FOR FILING

Jan. 7, 1958

CERTIFIED MAIL

Federal Insurance Co.
Victor S. Risley Co., Agents
808 Board of Trade Bldg.
Portland, Oregon

Gentlemen:

You are hereby notified that a post-final payment will be made to A. H. Sarton & Son on Contract No. 4567, for bridge and grading on the John Day River Bridge Section of the Service Creek-Mitchell Secondary Highway in Wheeler County. This payment will be made as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $145,099.29, including the post-final payment of $1,058.06. Of the total, $1,460.53 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

RECEIVED
DEC 20 1957
FILING

files

OREGON STATE HIGHWAY DEPARTMENT

(date) December 16, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
X-306(1)			
4567	15 Final	A. H. Saxton & Son	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
28638	H199281	$ 2,649.51	12-16-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: Dec. 31, 1956

Time Extensions: July 31, 1957 & Sept. 30, 1957

Completion Date: Sept. 30, 1957

Date Accepted: Oct. 31, 1957

Penalties: Engineering costs to be assessed after 3-1-57.

Claims: None of record

Remarks:

Date: Dec. 17, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 19 1957

NOTED ON CARD

RECEIVED
DEC 10 1957

FOR FILING
J-3060
4567

Dec. 9, 1957

CERTIFIED MAIL

Federal Insurance Co.
Victor S. Risley Co.
808 Board of Trade Bldg.
Portland, Oregon

Gentlemen:

State Highway Contract No. 4567 for bridge and grading on the John Day River Bridge Section of the Service Creek-Mitchell Secondary Highway in Wheeler County was completed by the contractor, A. H. Saxton & Son, on Sept. 30, 1957, and was formally accepted by the Highway Commission on Oct. 31, 1957.

Final payment in the amount of $2,649.51 will be released to the contractor on or after Dec. 19, 1957. The total contract amount is $144,041.23, of which amount $1,460.53 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

RECEIVED
NOV 5 1957
FOR FILING

Nov. 1, 1957

A. H. Sexton & Son
Route 2
Corvallis, Oregon

Gentlemen:

The State Highway Commission at its meeting held on October 31, 1957, had under discussion your request for a second extension of time from July 31, 1957, to Sept. 30, 1957, within which to complete your contract No. 1567, for the John Day River Bridge Section of the Service Creek-Mitchell Secondary Highway in Wheeler County.

The Highway Commission granted your request with the provision that engineering costs be assessed after March 1, 1957. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: P. M. Stephenson
Dean Swift
M. W. Moore

NOTED ON CARD

RECEIVED
OCT 25 1957
FOR FILING

October 24, 1957

Request for extension
of time
No. 2
October 31 meeting

Oregon State Highway Commission

Gentlemen:

Re: Service Creek Bridge
Contract No. 4567

A. E. Benton and Son, contractors on the Service Creek Bridge over the John Day River on the Service Creek-Mitchell Secondary Highway in Wheeler County, has requested a second extension of time from July 31, 1957 to September 30, 1957, the date of completion of the contract.

The contractor was granted an extension of time from the specified completion date December 31, 1956 to July 31, 1957, with the provision that he be assessed engineering costs after March 1, 1957.

It is recommended that this request for a second extension of time be granted with engineering penalties to be assessed after March 1, 1957. This is a secondary highway project and does not require the concurrence of the Bureau of Public Roads.

This contract does not carry the liquidated damage provision.

Very truly yours,

H. C. Williams
State Highway Engineer

PHS/am
Attached

RECEIVED
OCT 18 1957
FOR FILING

4427

Oct. 16, 1957

CERTIFIED MAIL

Federal Insurance Company
Victor S. Risley Co.
808 Board of Trade Bldg.
Portland, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to A. M. Saxton & Son in connection with Contract No. 4567, for bridge and grading on the John Day River Bridge Section of the Service Creek-Mitchell Highway in Wheeler County. This payment, in the amount of $11,477.76, will be released to the contractor on or after October 26, 1957. The retained percentage is $4,372.94.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

RECEIVED
SEP 10 1957
FOR FILING
S 306(1)
4567

September 9, 1957

Oregon State Highway Commission

Gentlemen:

The authorization for the Service Creek Bridge over the John Day River on the Service Creek-Mitchell Secondary Highway is $168,800.38. During the construction of this project we have had to substantially increase the general excavation and have also had to carry the stream piers below the elevations shown on the plans and drive piling under those piers. The anticipated total cost of the project will exceed the authorization by $13,000. It is recommended that additional authorization on the project in the amount of $13,000 be given.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. C. H. Nelson

GSP:gm fm

RECEIVED
DEC 23 1956
FOR FILING
S-306(1)
4567

December 28, 1956

A. H. Sexton & Son
Route 2
Corvallis, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 17 had under discussion your request for an extension of time from December 31, 1956 to July 31, 1957 within which to complete your contract No. 4567, covering bridge and grading on the John Day River Section of the Service Creek-Mitchell Secondary Highway in Wheeler County.

The Highway Commission granted your request for an extension of time from December 31, 1956 to July 31, 1957 with the provision that engineering costs be assessed after March 1, 1957. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dean Swift,
Division Engineer

Norman E. Krebbiel,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
DEC 14 1956
FOR FILING

S. 306 (1)
4567

A

December 14, 1956

Request for Extension of Time
Sec 28
December 17 and 18, 1956 Meeting

Oregon State Highway Commission

Gentlemen:

Re: Service Creek Bridge in
Wheeler County
Contract No. 4567

A. E. Santee and Son, contractors on the Service Creek Bridge over the John Day River on the Service Creek-Mitchell Secondary Highway in Wheeler County, has requested an extension of time from December 31, 1956, to July 31, 1957, in which to complete the contract.

This contract was awarded November 4, 1955, but work on the contract was not started until August 10, 1956. A change of plans requiring steel piling for the foundations at three bents has caused a delay of approximately two months.

It is recommended that this request for extension of time be granted with engineering penalties to be assessed after March 1, 1957. This is a secondary highway project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

H. C. Williams
State Highway Engineer

[redacted]

Attached

Form E-1—1936—10-35

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

-30-11

9

For Week Ending March 17, 1956

Section John Day River Bridge — Kind of work Bridge and Grading

Highway Service Creek-Mitchell — Section prefix 135-1017-900

Contractor A. H. Saxton & Sons — Contract number 4567

Date of contract November 4, 1955 — Date of completion December 31, 1956

Date work started January 5, 1956 — Estimated date of completion December 31, 1956

Project authorization . . . . . $
Exclusive of Engineering . . . . . $

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering . . . . . $

Estimated per cent overrun or underrun . . . . . %

—BRIDGE PROJECT—

Per cent of contract completed, based on total contract price . . . . . %

Engineering authorization . . . . . $

Engineering cost to date $, %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed grading and hauling special borrow material for selected surfacing with the exception of the bridge ends. Material to be used in backfill around bridge ends stockpiled nearby.

Grading completed Monday. Hauled special borrow material for the selected surfacing material Tueaday and Wednesday. Contractor plans to start moving equipment out first of next week.

This will be the last report on this project.

RECEIVED
MAR 19 1956
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

NOTED
V. D. WOLFE

NOTED
L. H. Young

NOTED
C. E. PAULSEN

CHIEF COST ACCOUNTANT

Signed W. Reid Merritt

Address P. O. Box 182 Prineville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 69713

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.32				
Miles partially completed	0.28				
Miles completed	0.28				
Total estimated quantities (contract)	23,300 Cu. Yds.				
Total quantities corrected to date	24,000 Cu. Yds.				
Estimated quantities moved or placed to date	24,000 Cu. Yds.				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	7				
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels 1, Power graders ....., Rollers....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers 2, Compaction rollers ....., Trucks 3, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Fair-Windy		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Clear		
Friday	Clear		
Saturday			

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NOV 31 1955
FOR FILING

S-3061(1)
4567

November 29, 1955

A. M. Sexton & Son
Route 2
Corvallis, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4567, which was awarded to you by the State Highway Commission on November 4, covering the John Day River Bridge Section of the Service Creek-Mitchell Highway in Wheeler County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

sl
encl.

RECEIVED
NOV 7 1955
FOR FILING

S-306 (1)
4561

November 7, 1955

A. H. Saxton & Sons
Route 2, Box 200
Corvallis, Oregon

Gentlemen:

The State Highway Commission on November 4, 1955 awarded to you State Highway Contract No. 4567 for construction of the Service Creek Bridge over the John Day River at Service Creek on the Service Creek-Mitchell Highway in Wheeler County.

This award was based on your bid of $131,515 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

F-325(1) Dolph Corner-Rickreall Sec. 1955
of the Willamina-Salem Ivy.
#1563 Folder #4

RECEIVED
AUG 9 1957
FOR FILING

F-35(1)

236

Salem, Oregon
August 5, 1957

MISC. CONTRACTS and AGREEMENTS No. 1159

Supplemental Throughway Agreement
Rickreall-Dolph Corner Section
Willamina-Salem Highway
Polk County

Mr. C. G. Swenson
City & County Relations Dept.
O f f i c e

Attention: Mr. Robert H. Prange
Office Engr., County & City Relations

Attached hereto is a conformed copy of a supplemental throughway agreement with Polk County covering the Rickreall-Dolph Corner Section of the Willamina-Salem Highway No. 30 in Polk County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Polk County.

Secretary

rn
Attach: 1

FORM ESO—SOM—11-55—60234

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1957

SUBJECT: Assignment #236

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of a supplemental throughway agreement covering closures on the Dallas-Perrydale County Road in connection with construction of the Rickreall-Dolph Corner section of the Willamina-Salem Highway No. 30 in Polk County.

Two copies of the agreement have been signed by the proper county officials and, after having received your signature of approval, may be presented to the Highway Commission.

This completes assignment no. 236.

Robert H. Prange
Office Engr., County & City Relations

NOTED
FORREST COOPER

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 7/26/57

AUTHORIZED BY HIGHWAY COMMISSION
DATE supplemental to agreement of 9-22-55
Secretary

2 copies to be signed

ASSIGNMENT

Date: 7/15/57 No. 236 By GSP

Description: Supplemental throughway agreement between State and Polk County covering Dolph Corner-Rickreall Section of Willamina-Salem Highway.

Acknowledged by____ Referred to SWENSON

__Investigate and report with recommendation
__Such action as necessary and report
__Comment on recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks: Please check and if okay furnish copies of exhibit and get signatures of Polk County.

Executed 8/12/57 Report Received_____

HIGHWAY DEPARTMENT

ENT CORRESPONDENCE

em, Oregon
y 9, 1957

UBJECT: Supplemental Throughway Agreement, Rickreall-Dolph Corner Section of the Willamina-Salem Highway, Polk County.

eer

ase find six copies of the agreement .

r letter, copies of the exhibit will y Relations Division when available.

R. A. Holland

ROBERT A. HOLLAND
Assistant Attorney

rah-ma

Enc.

RECEIVED
JUL 12 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E30—12½M—6-56—66206

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 9, 1957

SUBJECT: Supplemental Throughway Agreement, Rickreall-Dolph Corner Section of the Willamina-Salem Highway, Polk County.

To:

Mr. Forrest Cooper
Deputy State Highway Engineer

Attached hereto please find six copies of the agreement covering the above subject.

As mentioned in your letter, copies of the exhibit will be furnished by County-City Relations Division when available.

R. A. Holland

ROBERT A. HOLLAND
Assistant Attorney

rah-ma

Enc.

RECEIVED
JUL 12 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 25 1957
FOR FILING
F 325(1)

COPY

Salem, Oregon
June 12, 1957

Joseph Harland
vs.
Ben R. Chandler, et al.
Our File L-2409-A

RECEIVED FROM CHARLES PETERSON, the following items used as exhibits in the above-entitled suit of injunction, to wit:

Exhibit C - Letter of request for official approval from Oregon State Highway Commission, signed by Ben R. Chandler, Charles H. Reynolds and M. K. McIver, directed to the Bureau of Public Roads, Mr. C. G. Polk, District Engineer, and dated May 26, 1955.

Exhibit D - Letter dated July 27, 1955, from S. M. Williams, Acting Deputy Commissioner of Bureau of Public Roads, under letterhead of Department of Commerce Bureau of Public Roads, Washington 25.

Exhibit H - Agreement between State of Oregon and Polk County, dated September 22, 1955, relating to Dallas Rickreall cut-off (conformed copy) - 12 sheet construction map attached.

Exhibit I - Resolution of the Polk County Court adopted December 11, 1945, relating to an extension of the Dallas-Coast Secondary State Highway No. 192, Dolph Corner to Rickreall. The said Resolution bears the signatures of Herman VanWell, County Judge, Fred Gibson, and H. H. Brant, County Commissioners.

Exhibit J - Letter from Elton H. Thompson, of the Salem Chamber of Commerce, to Ben Chandler, dated May 24, 1955.

Exhibit T - Folio including the following items:

(a) Letter of August 18, 1955, from W.C. Williams to C. G. Polk

(b) Federal-Aid Primary Highway Program, Supplement No. 20 (3 sheets);

(c) Tabulation of traffic information (4 sheets) and

(d) Photo copy of tabulation of items contained in Supplement No. 20 (dated August 18, 1955).

Exhibit U - Letter dated September 6, 1955, from Bureau of Public Roads signed by C. G. Polk, District Engineer, by A. F. Bester, and directed to Mr. R. H. Baldock, State Highway Engineer.

DATED this 12th day of June, 1957.

Floyd Query
Assistant Secretary

CP:amo

CASE NO. 3506 Dec C.D.P

R E S O L U T I O N

WHEREAS, under the provisions of Sec. 100-115 O.C.L.A., the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the State, is authorized and empowered to select, locate, and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads or available locations or routes of the several counties; and

WHEREAS, in the judgment of the Polk County Court, it is and will be for the best interests of the general public and of Polk County in particular, that the road or route hereinafter described be selected and designated as a secondary state highway, Therefore,

BE IT RESOLVED, that the State Highway Commission be and it hereby respectfully is requested to select and designate as a secondary state highway, under and pursuant to the provisions of Sec. 100-115 O.C.L.A., the following described market and/or county road, highway, route or location, to wit:

An Extension of the Dallas-Coast Secondary State Highway No. 192, Dolph Corner to Rickreall:

Beginning at State Highway Engineer's Station 623 of the relocated Dallas-Coast Highway No. 192 at Dolph Corner in the NE¼ of the NE¼ of Section 16, T. 7 S., R. 5 W., W. M.; thence southeasterly via a relocation of the Dallas-Coast State Secondary Highway No. 192 to State Highway Engineer's Station 843 approximately 1,000 feet northwesterly from the Pacific Highway West at Rickreall at a junction with the Salem-Dallas State Highway, a distance of 4.26 miles.

BE IT FURTHER RESOLVED, that the Highway Commission be and it hereby is respectfully requested to construct, improve and maintain said road under the provisions of Sec. 100-115 O.C.L.A., either at the sole expense of the State, or at the expense of the State and County, pursuant to the mutual agreement of said County and State; provided, however, that no description, designation, or routing of the highway or road herein described shall prevent the Highway Commission from making such changes in the location of said road or highway as the Commission may deem proper.

BE IT FURTHER RESOLVED, that this resolution be entered in the minutes and records of the County Court and that the clerk be and he hereby is instructed to deliver to the Highway Commission a duly certified copy thereof.

BY ORDER OF THE COUNTY COURT OF
POLK COUNTY

By Herman Van Well
County Judge

By Fred Gibson
County Commissioner

By H H Brant
County Commissioner

I hereby certify that this is a true and correct copy of a resolution adopted by the County Court of Polk County on the 11 day of Dec., 1945.

Edna M. Lister
County Clerk

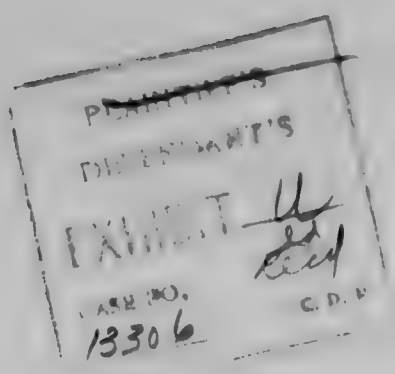
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 6, 1955

08-35



Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have received the following advice from our Washington Office relative to approval of the 20th Supplemental Federal-aid Primary Highway Program submitted with your letter of August 18, 1955:

"The projects involving Federal participation in the above funds, as listed in Stage 2 of the twentieth supplemental program, submitted with your memorandum of August 24, 1955, are approved effective August 29, 1955.

This supplemental program contains 6 construction projects (Items 185 to 190 inclusive), covering improvements on 25.8 miles of roadway and bridges, at a total estimated cost of $2,079,000, with FA primary funds requested in the amount of $1,248,000.

After approval of this submission the records of this office show the State's unprogrammed balance of FA primary funds to be $5,197,711.10.

Item 190, Project IN-FI-62(7), involves joint financing with 1954 Act FA Interstate funds. The interstate portion of this jointly financed project is being concurrently approved as Item 6 in the 1954 Act FA Interstate program by our endorsement on the district engineer's memorandum of August 23, 1955, recommended by you on August 24, 1955.

Item 188, Project F-300(7), has a railroad grade crossing within its limits. Approval of this project is given with the understanding that adequate protection is now, or will be, provided at this crossing in accordance with the provisions of GAM 63.

cc Mr. S. H. Probert ✓

Item 190, Project IN-FI-62(7), is approved with the understanding that the project will fully meet the requirements of PPM 20-4.".

Very truly yours,

C. O. POLK
District Engineer

By
A. P. BESTER
Supervising Highway Design Engineer

RECEIVED
SEP 7 1955
OREGON
STATE HIGHWAY COMMISSION

cc Mr. S. H. Probert

FORM F-129 80M REVISED 2-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 18, 1955

Mr. C. O. Folk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

PLAINTIFF'S
DEFENDANT'S
EXHIBIT 1
CASE NO. 13316
C. D. K.

Dear Sir:

We submit herewith Federal-aid Primary Highway Program, Supplement No. 20.

This supplement covers six projects, Items Nos. 185 to 190.

The supplement is accompanied by the following exhibits:

1. State map showing general locations of the projects.
2. Descriptions of projects.
3. Tabulation of traffic information.
4. Tabulation of railway crossing information.

Such traffic interchanges as may be necessary to fully conform to interstate highway standards will be programmed at a later date.

A letter advising of the by-pass hearing held in connection with Item 188 went forward on August 11.

If the program can be acted upon by September 7, bids for the project can be received at a letting scheduled for September 22 and 23.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:ia WCW:me
Encls.

cc Mr. S. H. Probert

DESCRIPTIONS TO ACCOMPANY

FEDERAL-AID PRIMARY HIGHWAY PROGRAM

Supplement No. 20

August 18, 1955

Item No. 185
Coquille-Rink Creek Section

The present surface on this section of highway is 18-foot bituminous macadam constructed in 1930. The grading of the project was completed in 1925 and the alignment on which it was constructed is inadequate for present traffic needs.

The proposed project is to grade and drain on improved alignment and construct an asphaltic concrete pavement consisting of four 12-feet lanes with 10-foot shoulders and a 4-foot median. Curbs are to be constructed on an approximate 1500-foot section in Coquille. Width between curbs is to be 56 feet which will provide the normal traffic lanes and median. No parking will be permitted on this section.

Item No. 186
Burrell-Vale Section

This section of highway extends from a point approximately 4.5 miles west of Vale to the approximate city limits of Vale. The present highway is an oiled surface 20 feet wide.

The grade and alignment of the present highway is very good and the proposed project is to improve the section by widening the existing highway and constructing an asphaltic concrete pavement 22 feet in width with six-feet shoulders.

Included in the proposed project is the construction of one reinforced concrete bridge. Horizontal clearance of the structure will be 30 feet.

Item No. 187
Dolph Corner-Rickreall Section

The existing highway from Dolph Corner to Rickreall extends south through Dallas and thence east to Rickreall. The overall length of the section is approximately 7 miles.

The proposed project is located on a much shorter and more direct route. It will result in a savings in length of approximately 2.6 miles.

The proposed work is to grade and drain only. Rock base and asphaltic concrete pavement are planned for construction under a subsequent project. The present work is planned to provide sufficient subgrade width to permit the construction of a 22-foot pavement with 8-foot shoulders.

Item No. 188
East Unit, Valley Jct.-Sheridan Section

The existing highway which was constructed during the 1920's and to the standards of that time is inadequate for present traffic needs.

The proposed project is to grade and drain on improved and more direct alignment between a point near Sheridan and a point approximately five miles west. The remaining unit extending to Valley Junction is planned for similar improvement when additional funds become available and upon completion of the remaining unit, both units will be paved to result in two 12-foot lanes with 8-foot shoulders. Several major structures required in the improvement are planned for construction under subsequent projects.

The proposed improvement will result in the by-passing of the towns of Sheridan and Willamina.

Item No. 189
Moro-Grass Valley Section

This section extends from the approximate south city limit of Moro to the approximate north city limit of Grass Valley. The existing highway was constructed in the early 1930's under Project No. 152-A. The present surface is an 18-foot bituminous macadam.

The proposed project is to improve alignment and grade on three intermittent sections which at present have very poor alignment with numerous sharp reversing curves. On the portions of the highway between these sections the present alignment is satisfactory and will be continued in use. These portions will be widened to conform with the present proposed work when the required additional funds are available.

The proposed work on the intermittent sections now to be improved is to grade and drain and construct an asphaltic concrete pavement 22 feet in width with 8-foot shoulders. Truck passing lanes are to be provided on sections of heavy grades and one short 4-lane section is to be provided at a summit.

The overall length of the project including the two sections on which no work is to be done is 8.65 miles. The net length is 5.43 miles.

Item No. 190
Meacham-Glover Section

This project extends from a point approximately 1.5 miles southeast of Meacham to approximately one-half mile southeast of Glover

(from 4.6 miles northwest to 5.0 miles southeast of the Umatilla-Union County Line).

The proposed project is to grade and drain on improved grade and alignment. Structures, rock base and asphaltic concrete pavement are planned for construction under subsequent projects. The ultimate improvement will provide two 12-feet lanes with 10-feet shoulders. Climbing lanes are to be provided on sections of heavy grades. All construction is to be of interstate highway standard.

The project is planned as a combination project involving the use of both interstate and primary funds. All construction is to be in accord with interstate standards.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

Federal-Aid Primary Highway Program
Supplemental No. 20
August 1955

County	Project Number	Route Number FA	Route Number State	Termini	Traffic Increment	1955 Data 1/ ADT	1955 Data 1/ % Comm.	1975 Projection ADT	1975 Projection % Comm.	1975 Projection 30th Peak Hour
Polk	F-325 (1)	47	SE30 ORE22	Dolph Corner to Rickreall	Present	-				
					Diverted	1000				
					Generated	250				
					Total	1250	20	2500	20	500
Yamhill	F-300(6)	11	SE39 ORE18	East Unit, Sheridan to Valley Junction (Sheridan west 5 miles)	Present	-				
					Diverted	3000				
					Generated	600				
					Total	3600	20	7200	20	1400

1/ Traffic increment assumes project completed and opened to traffic in year shown.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

FEDERAL AID PRIMARY HIGHWAY PROGRAM
Supplemental 20-A
August 1955

County	Project Number	Route Number L.A.	Route Number State	Termini	Traffic Increment	1954 Data 1/ A.D.T.	1954 Data 1/ Comm.	1974 Projection A.D.T.	1974 Projection Comm.	1974 Projection 30th Peak Hour
Coos	F-111 (3)	14	SH 35 ORE42	Coquille-Rink Creek Section	Present Diverted Generated Total	4,000 - - - - 4,000	15	8,000	15	1,200
Malheur	S-326 (1)	31	SH 7 US20	Burrell-Vale Section	Present Diverted Generated Total	1,000 - - - - 1,000	14	2,000	14	300
Sherman	F-152 (4)	12	SH 42 US97	Moro-Grass Valley Section	Present Diverted Generated Total	800 - - - - 800	15	1,600	15	240
Union and Umatilla	IM- F1-62 (6)	1	SH 6 US30	Meacham-Glover Section	Present Diverted Generated Total	1,800 - - - - 1,800	15	3,600	15	540
					Present Diverted Generated Total					
					Present Diverted Generated Total					
					Present Diverted Generated Total					

1/ Traffic Increment assumes project completed and opened to traffic in year shown.

Sheet 1 of 1

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

Information on Railroad Grade Crossings

Federal-Aid Primary Highway Program
Supplemental No. 20
August 1955

County	Project Number	Route Number FA	Route Number State	Railroad Co.	Railroad Line No.	Description	No. Tracks Main	No. Tracks Side	No. of Trains	No. of High Speed Trains Daily (60 MPH or more)	Vehicle Count	Present Protection	Proposed Protection	Group Priority
Marshall	F-300(6)	11	99W 68K18	S.P.	-	South of Sheridan	1	0	4	0	55	New Alignment	To Conform to 68K86	50/97 1/

1/ Assume Flashers.

Sheet 1 of 1

OREG[illegible] STA[illegible] HIGHWAY DEPARTMENT
Tra[illegible]ic [illegible]ineering Division

Information on Railroad Crossings

Federal Aid Primary Highway Program
Supplemental 20-A
August 1955

County	Project Number	Route Number F.A.	Route Number State	Railroad Co.	Railroad Xing No.	Description	No. Tracks Main	No. Tracks Side	No. of Trains	No. of High Speed Trains Daily (60 mph. or more	Vehicle Speed	Present Protection	Proposed Protection	Group Priority
Union	IR-Fl-62 (6)	1	SH 6 US30	O-W. R.R.& N.Co.	2A-277.8-A	Clover O.H. X'ing	1	0	18	0	50	O.H. X'ing	Grade Separation	

Public Roads Division No. 8
August 18, 1955

Estimated Project Cost						
ases of Work			Project Totals			
	State Funds	Other Funds	Total Cost	Federal Funds	Character of Proposed Work	Remarks
	$ 168,000		$ 420,000	$ 252,000	Grade and Drain 4-lane high type pavement.	
0	102,000		255,000	153,000	Grade and Drain 2-lane high type pavement. 1 bridge, length 130 ft.	
0	60,000		150,000	90,000	Grade and Drain.	
0	120,000		300,000	180,000	Grade and Drain.	
0	172,000		430,000	258,000	Grade and Drain 2-lane high type pavement.	
	209,000		(1,000,000) 524,000	(643,000) 315,000	Grade and Drain.	Interstate Funds $328,000
0	$ 831,000		$2,079,000	$1,248,000		

SUMMARY OF FEDERAL FUNDS PROGRAMMED

For Currently Programmed Projects $1,248,000
Unprogrammed Balance

STATE OF OREGON

FEDERAL AID PRIMARY HIGHWAY PROGRAM, SUPPLEMENT NO. 20

SPW or AE Program		Description of Termini	Length Miles	Phase of Work	Estimated Proj By Phases of Work		
of am	Item Number				Total Cost	Federal Funds	State Funds
		Coquille to Rink Creek	1.23	Preliminary Engr. Right-of-Way All Other Constr.	$ 420,000	$ 252,000	$ 168,000
		Burrell to Vale	4.51	Preliminary Engr. Right-of-Way All Other Constr.	255,000	153,000	102,000
		Dolph Corner to Rickreall	4.40	Preliminary Engr. Right-of-Way All Other Constr.	150,000	90,000	60,000
		East Unit, Valley Junction to Sheridan	5.00	Preliminary Engr. Right-of-Way All Other Constr.	300,000	180,000	120,000
		Moro to Grass Valley	5.43	Preliminary Engr. Right-of-Way All Other Constr.	430,000	258,000	172,000
		Approx. 4.8 mi. N.W. to 5.0 mi. S.E. of Umatilla-Union Co. Line (Meacham to Glover)	9.98	Preliminary Engr. Right-of-Way All Other Constr.	524,000	315,000	209,000
Totals - Stage 2			30.55		$2,079,000	$1,248,000	$ 831,000

SUM

For Curr
Unprogra

Oregon State Highway Commission

Item Number	County	Project Number	Route Number FA	Route Number State US or County	PWS, SPW or AE Program Name of Program	PWS, SPW or AE Program Item Number	Description of Termini	
	Stage 2							
185	Coos	F-111(3)	14	SH 35			Coquille to Rink Creek	
186	Malheur	F-326(1)	31	US 20			Burrell to Vale	
187	Polk	F-325(1)	47	SH 30			Dolph Corner to Rickreall	
188	Polk and Yamhill	F-300(7)	23	SH 39			East Unit, Valley Junction to Sheridan	
189	Sherman	F-152(4)	12	SH 42			Moro to Grass Valley	
190	Umatilla and Union	IN-FI-62(6)	1	US 30			Approx. 4.8 mi. N.W. to 5.0 mi. S.E. of Umatilla-Union Co. Line (Meacham to Glover)	
					Totals - Stage 2			3

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON 25

IN YOUR REPLY PLEASE
REFER TO FILE NO. 40-50

July 27, 1955

PLAINTIFF'S
DEFENDANT'S
EXHIBIT 2d
CASE NO. 13306
C.D.P.

Mr. R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

Through: Mr. F. E. Andrews
Division Engineer

Dear Mr. Baldock:

We approve, effective this date, the addition of Route 47 to the Federal-aid primary highway system as follows:

Addition

47 From a point on FAP Route 11 southwest of Willamina to a point on FAP Route 3 in Salem.

This approval increases the established Federal-aid primary highway system for Oregon 24.3 miles to a new total of 3,287.6 miles exclusive of 522.4 miles within Federal reservations, 27.2 miles on the National System of Interstate Highways, and mileage within established urban areas.

Very truly yours,

B M Williams

Acting Deputy Commissioner
Bureau of Public Roads

FORM S-128 3M REVISED 2-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

May 26, 1955

PLAINTIFF'S
DEFENDANT'S
EXHIBIT C
CASE NO. 13306
C. D. P

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

The State Highway Commission proposes now to add to the Federal-aid Primary Highway System in Oregon a route connecting the Pacific Highway East (F.A. Route 3) at Salem with the Salmon River Highway (F.A. Route 11) near Willamina, the general location of the route to be as indicated on the accompanying small scale map.

The proposed route has a length of 26.2 miles and carries an average daily traffic ranging from 6,800 immediately west of Salem to 1,500 at the Willamina end. It has become important during recent years as a part of a through connection from Salem to the Oregon Coast Highway and the ocean beaches. For 21.77 miles, the route traverses existing improved roads. The remaining 4.43 miles are new location.

The following is suggested as a suitable description for the proposed designation:

> Route 47. From a point on Federal-aid primary route 11 southwest of Willamina to a point on Federal-aid primary route 3 at Salem.

Official approval of this proposed addition to the Federal-aid primary system is requested and will be appreciated.

Requests for changes in the Federal-aid secondary system to eliminate the overlapping of systems which this addition to the primary

system will entail, will be submitted if and when the addition has your approval.

Oregon State Highway Commission

By _____
As Chairman

By _____
As Commissioner

By _____
As Commissioner

W. C. Williams February 11, 1957

RECEIVED
FEB 14 1957
FOR FILING

FINAL COST ANALYSIS

Dolph Corner-Rickreall Section
Contract No. 4568
grading
Babler Bros, Inc., Contractor
Arthur Duffy, Resident Engineer

Willamina-Salem Highway
Prefix: 27-1037
Project No. F 325(1)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Clearing and Grubbing	4568 All		$5,000.00		$ 3,586.51	$ 5,000.00
*Drainage Excavation	805.22	Cu. Yd.	.75	$ 1.15	930.55	603.92
*General Excavation	197,535.7	Cu. Yd.	.19	.193	38,134.68	37,531.78
*Short Overhaul	498,773	Yd. Sta.	.01	.0094	4,701.41	4,987.73
*Long Overhaul	12,341.9	C-yd. Sta.	.40	.38	4,687.30	4,936.76
*Finish Roadbed & Slopes	4.43	Mile	500.00	421.90	1,868.96	2,215.00
*Rounding Cutbanks	4,900	Lin. Ft.	.10	.08	413.45	490.00
*84" Corr. Metal Pipe	72	Lin. Ft.	40.00	36.75	2,646.18	2,880.00
*12" Concrete Pipe	836	Lin. Ft.	2.00	1.49	1,247.65	1,672.00
*18" Concrete Pipe	1,364	Lin. Ft.	3.00	2.86	3,898.45	4,092.00
*30" Concrete Pipe	177	Lin. Ft.	7.00	4.77	843.61	1,239.00
*36" Concrete Pipe	112	Lin. Ft.	9.00	7.53	843.60	1,008.00
*&** Special Backfill in Drains	63	Cu. Yd.	4.00	3.72	234.53	252.00
**Class "A" Concrete	178.69	Cu. Yd.	50.00	50.67	9,055.48	8,934.50
**Metal Reinforcement	34,263	Lbs.	.12	.11	3,864.54	4,111.56
*Metal Guard Rail	106	Lin. Ft.	3.00	2.68	284.37	318.00
**Type 2 Fence	2,803.45	Rod	2.75	2.91	8,158.29	7,709.49
*Coarse Crushed Mat'l in Base	2,013	Cu. Yd.	2.50	2.35	4,730.55	5,032.50
*3/4"-0 Mat'l in Base	400	Cu. Yd.	3.00	2.35	940.00	1,200.00
*Sprinkling	451.5	M-gal.	2.00	1.69	761.90	903.00
**PA #1 Double 10'x50" Metal Gate	12.5	Each	90.00	68.21	852.62	1,125.00
**PA #3 Trench Excavation	7,719	Cu. Yd.	.30	.25	1,929.75	2,315.70
**PA #3 4" Concrete Drain Pipe	3,898	Lin. Ft.	.55	.46	1,793.08	2,143.90
**PA #3 6" Concrete Drain Pipe	1,295	Lin. Ft.	.75	.64	828.80	971.25

W. C. Williams February 11, 1957

RECEIVED
FEB 1957
FOR FILING

FINAL COST ANALYSIS

Dolph Corner-Rickreall Section
Contract No. 4568

grading
Babler Bros, Inc., Contractor
Arthur Duffy, Resident Engineer

W. C. WILLIAMS

Willamina-Salem Highway
Prefix: 27-1037
Project No. F 325(1)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Clearing and Grubbing 4568	All		$5,000.00		$ 3,586.51	$ 5,000.00
*Drainage Excavation	805.22	Cu. Yd.	.75	$ 1.15	930.55	603.92
*General Excavation	197,535.7	Cu. Yd.	.19	.193	38,134.68	37,531.78
*Short Overhaul	498,773	Yd. Sta.	.01	.0094	4,701.41	4,987.73
*Long Overhaul	12,341.9	C-yd. Sta.	.40	.38	4,687.30	4,936.76
*Finish Roadbed & Slopes	4.43	Mile	500.00	421.90	1,868.96	2,215.00
*Rounding Cutbanks	4,900	Lin. Ft.	.10	.08	413.45	490.00
*84" Corr. Metal Pipe	72	Lin. Ft.	40.00	36.75	2,646.18	2,880.00
*12" Concrete Pipe	836	Lin. Ft.	2.00	1.49	1,247.65	1,672.00
*18" Concrete Pipe	1,364	Lin. Ft.	3.00	2.86	3,898.45	4,092.00
*30" Concrete Pipe	177	Lin. Ft.	7.00	4.77	843.61	1,239.00
*36" Concrete Pipe	112	Lin. Ft.	9.00	7.53	843.60	1,008.00
*&** Special Backfill in Drains	63	Cu. Yd.	4.00	3.72	234.53	252.00
**Class "A" Concrete	178.69	Cu. Yd.	50.00	50.67	9,055.48	8,934.50
**Metal Reinforcement	34,263	Lbs.	.12	.11	3,864.54	4,111.56
*Metal Guard Rail	106	Lin. Ft.	3.00	2.68	284.37	318.00
**Type 2 Fence	2,803.45	Rod	2.75	2.91	8,158.29	7,709.49
*Coarse Crushed Mat'l in Base	2,013	Cu. Yd.	2.50	2.35	4,730.55	5,032.50
*3/4"-0 Mat'l in Base	400	Cu. Yd.	3.00	2.35	940.00	1,200.00
*Sprinkling	451.5	M-gal.	2.00	1.69	761.90	903.00
**PA #1 Double 10'x50" Metal Gate	12.5	Each	90.00	68.21	852.62	1,125.00
**PA #3 Trench Excavation	7,719	Cu. Yd.	.30	.25	1,929.75	2,315.70
**PA #3 4" Concrete Drain Pipe	3,898	Lin. Ft.	.55	.46	1,793.08	2,143.90
**PA #3 6" Concrete Drain Pipe	1,295	Lin. Ft.	.75	.64	828.80	971.25

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
**PA #3 8" Concrete Drain Pipe	294	Lin. Ft.	$ .90	$ .76	$ 223.44	$ 264.60
** PA #4 Cement Adj. Favor of Contractor	8.194	Bbl.	3.95	3.95	32.37	32.37
*PA #5 Remove & Reconstruct Fence	110	Lin. Ft.	1.75	1.10	120.71	192.50
**PA #6 Double 15'x50" Metal Gates	24	Each	130.00	117.28	2,814.81	3,120.00
*PA #7 Exc. Haul & Stockpile Topsoil	310.5	Cu. Yd.	.75	.63	196.45	232.88
*PA #8 Extra for Pipe Under Pavement	41	Lin. Ft.	3.50	2.95	121.05	143.50
**PA #9 Concrete Catch Basin	1	Each	125.00	86.14	86.14	125.00
*PA #10 Extra for Special Farm Approaches	6	Each	35.00	27.60	165.60	210.00
**PA #11 Single 10'x50" Metal Gate	1	Each	21.87	21.87	21.87	21.87
**PA #11 Double 20'x50" Metal Gates	17	Each	43.742	43.742	743.61	743.61
Force Account (Flagging State Share $148.93)					445.60	473.69
					$102,207.91	$107,233.11

	Gross Rev.	Total Cost	Profit	Loss	Net Profit	% Profit	% Loss	Total % Profit
*Babler Bros, Inc.	$ 80,898.08	$ 74,054.02	$6,844.06			8.5		
**E. F. Philpott	$ 26,335.03	$ 28,153.80		$1,818.86			6.4	
	$107,233.11	$102,207.91	$6,844.06	$1,818.86	$5,025.20			4.7%

Dolph Corner-Rickreall
Contract No. 4568

DETAIL OF COST

E. F. Philpott

Labor:					
Labor				$9,061.28	
Labor Insurance				679.60	
Health and Welfare				409.50	
					$10,150.38
Materials:					
Rock for Backfill				$ 173.25	
Redi-mix Concrete				$3,182.67	
Type 2 Fence and Posts				6,746.42	
Double 10'x50" Gates	12.5	At	$21.81	272.63	
Double 15'x50" Gates	24	"	62.15	1,491.60	
Catch Basin Grate & Frame				22.86	
Single 10'x50" Gate	1	"	21.81	21.81	
Double 20'x50" Gates	17	"	43.61	741.37	
Reinforceing Steel				3,073.39	
					$15,726.00
Equipment Rentals and Misc. Supplies:					
Equipment Rentals				$ 442.50	
Gas, Oil, and Grease				140.82	
Bond				157.18	
P. U. C.				96.01	
Lumber				528.24	
P.L. & P.D. Insurance				126.88	
Home Office and Overhead				785.88	
					$ 2,277.51
					$28,153.89

Dolph Corner-Rickreall
Contract No. 4568

DETAIL OF COST

Babler Bros., Inc.

Labor:

Labor				$21,792.57	
Labor Insurance				1,504.48	
Health and Welfare				718.60	
					$24,015.65

Materials:

Rock Purchased from Central Paving Co.	2,413 cu.yd.	at	$2.35	$ 5,670.55	
84" Corr. Metal Pipe	72 l.f.	"	30.26	2,178.72	
84" Corr. Metal Bands	4 each	"	60.52	242.08	
12" Concrete Pipe	836 l.f.	"	.90	752.40	
18" Concrete Pipe	1,364 l.f.	"	1.90	2,591.60	
30" Concrete Pipe	177 l.f.	"	3.40	601.80	
36" Concrete Pipe	112 l.f.	"	5.20	582.40	
4" Concrete Drain Pipe	3,898 l.f.	"	.26	1,013.48	
6" Concrete Drain Pipe	1,295 l.f.	"	.44	569.80	
8" Concrete Drain Pipe	294 l.f.	"	.56	164.64	
Guard Rail and Posts				190.38	
					$14,557.85

Equipment Rentals & Misc. Supplies:

Equipment Rental Owned	$24,325.95	
Equipment Rental Hired	3,375.95	
Gas, Oil, and Grease	4,297.34	
P. U. C.	75.50	
P. L. & P. D. Insurance	300.20	
Bond	486.22	
Small Tools & Misc. Supplies	107.50	
Freight & Cartage	194.87	
Home Office and Overhead	2,316.99	
		$35,480.52

$74,054.02

Dolph Corner-Rickreall
Contract #4568

Remarks:

This was a Federal Aid Project calling for the grading of 4.43 miles of highway roadbed on the Dolph Corner-Rickreall Section of the Willamina-Salem Highway in Polk County.

The Contract was bid September 22, 1955 awarded November 9, 1955, work started May 8, 1956 and the project completed August 30, 1956. The Final Estimate received in the Cost Analysis section December 3, 1956.

The contractor moved in one tractor with backhoe attachment, one D-8 Cat & Dozer and a crew of 5 men on May 8, and started laying concrete pipe. There was no clearing in this area. After the pipe was installed, the grading equipment moved in and started the excavation, good progress was made on the excavation. Equipment used on the excavation was two Euclid Scraper Units, Three Tournapulls, one D-8 Cat & Dozer, one D-8 Cat as push Cat, one #12 Cat Blade, No profit was realized on the grading and haul due to the low bid prices.

The clearing and grubbing was done simultaneously with the excavation. A good profit was realized on the clearing.

The Concrete Box culverts and the fencing was done by E. F. Philpott, who subcontracted these items. A loss was suffered due to low bid prices, primarily the type 2 fence.

The coarse base rock and the 3/4"-0 rock was furnished, hauled and placed by the Central Paving Co., who had their crushing plant in operation in a quarry West of Dallas, at below bid prices.

The concrete drain pipe was installed by W. R. Gottfried for .20 per lin. ft. and the contractor furnished the pipe.

The contractor had low bid prices, but due to good supervision, equipment and the good progress made on the project a fair profit was realized.

M. N. Juve
Chief Cost Analyst

By

George Kayser

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[illegible] - 1957
FOR FILING
F-325 (1)

OREGON STATE HIGHWAY DEPARTMENT

(date) December 26, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4568	5-Final	Babler Brothers, Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
27569	H-168861	$ 3,216.99	12/26/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1956

Time Extensions: to Aug. 31, 1956

Completion Date: Aug. 30, 1956

Date Accepted: Nov. 8, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-27-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 27 1956
Ruth Rawlings

NOTED ON CARD

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DEC 12 1956
FOR FILING
I 325 (1)
4568

December 11, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4568 for work performed on the Dolph Corner-Rickreall Section of the Willamina-Salem Highway in Polk County was completed by the contractor, Babler Bros., Inc., on August 30, 1956 and was formally accepted by the Highway Commission on November 8, 1956.

Final payment in the amount of $3,216.99 will be released to the contractor on or after December 21, 1956. The total contract amount is $107,233.11, of which amount $473.69 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
NOV 16 1956
FOR FILING

F-325 (1)

4568

November 16, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. M. Burnett

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Babler Bros.,Inc. in connection with contract No. 4568, covering the Dolph Corner-Rickreall Section of the Willamina-Salem Highway in Polk County. This payment, in the amount of $11,693.11, will be released to the contractor on or after November 25, 1956. The retained percentage is $3,216.99.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
OCT 27 1956
FOR FILING
F-325
4568

Salem, Oregon
October 24, 1956

Mr. I. A. DeFrance
Ass't. Maintenance Engineer
O F F I C E

Price Agreement
Babler Brothers, Inc.
Delph Corner-Rickreall Section
Willamina-Salem Highway

Today I signed a Price Agreement wherein the State is purchasing from Babler Brothers, Inc., the contractor on the Delph Corner-Rickreall Section of the Willamina-Salem Highway, 17-double drive gates, V-mesh 50" x 20'. The weight is 58 pounds each ten-foot section.

This surplus material has been charged to the construction prefix. The materials have been delivered to the Highway Department Maintenance Yards at Salem.

W. W. Stiffler
Assistant State Highway Engineer

WWS:fn

Form E-1—10M—1-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

F-325(1)

FOR CONSTRUCTION PROJECTS ONLY

Section Dolph Corner-Rickreall

Highway Willamina-Salem

Contractor Babler Bros., Inc.

Date of contract November 9, 1955

Date work started May 8, 1956

Project authorization . . . . . $ 124,214.63

Exclusive of Engineering . . . . . $ 115,381.59

For Week Ending November 3, 1956

Kind of work Grading

Section prefix 27-1037

Contract number 4568

Date of completion July 31, 1956

Estimated date of completion ....., 19....

Per cent of time elapsed 295/265 111 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 110,109.84

Estimated per cent overrun [redacted] . . . . . 0.32 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . . $ 8,833.04

Engineering cost to date $ 14,497, 164 %

Date project was completed August 30, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed work on semi-final estimate and submitted same Wednesday.

Final report.

RECEIVED
NOV - 5 1956
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

NOTED
TOM EDWARDS

NOTED
FORREST COOPER

RECEIVED
NOV 7 1956
OFFICE OF
CONSTRUCTION ENGINEER

Signed Arthur Duffy

Arthur Duffy, Resident Engineer

Address Room 214, Lab Bldg., Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 52073

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.43				
Miles partially completed					
Miles completed	4.43				
Total estimated quantities (contract)	217,000 cy	3,200 cy			
Total quantities corrected to date	197,500 "	2,476 "			
Estimated quantities moved or placed to date	"	"			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	cloudy		
Monday	rain		
Tuesday	"		
Wednesday	showers		
Thursday	cloudy		
Friday	"		
Saturday	fair		

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

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OCT 10 1956
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F 225(1)
4568

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 9, 1956

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 27 had under discussion your request for an extension of time from July 31 to August 31, 1956 within which to complete your contract No. 4568, for grading on the Dolph Corner-Pickrell Section of Willamina-Salem Highway in Polk County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

Arthur Duffy,
Resident Engineer

Tom Edwards,
Construction Engineer

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SEP 13 1956
FOR FILING

F 225 (1)
454

September 12, 1956

Request for extension of time
No. 17
September 27-28 meeting

Oregon State Highway Commission

Gentlemen:

Herewith a request from Bekler Brothers, Inc., for an extension of time on the Ralph Corner-Biscarelli Contract No. 4560, from July 31, 1956 to August 31, 1956.

All grading work was completed by the specified completion time but this contract included the construction of the right of way fence. After the contract was awarded, the size of gates was changed, and it was necessary for the contractor to await delivery of the new-size gates. There was no inconvenience nor added cost to the State. I therefore recommend that the extension be granted without penalty. Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:of:gm

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SEP 7 1956
FOR FILING

F-325 (1)
45K

September 6th, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Dolph Corner-Rickreall Contract #4568, Oregon F-325(1), from July 31st, 1956 to August 31st, 1956 to Babler Brothers, Inc., contractors.

All grading work was completed on this project by the specified completion date but due to the change in size of several gates on the project it was necessary that the contractor await factory delivery, which caused the overrun in time but caused no inconvenience or added expense to the Department.

I recommend the extension without penalty.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

RECEIVED
SEP 6 1956
FOR FILING
F-325 (1)
4568

A

September 5, 1956

Mr. C. C. Falk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 30, 1956, on Contract No. 4568, Dolph Corner-Rickreall Section, in Polk County, in connection with Federal Aid Project No. F-325(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc: John Cantwell

DCFcdh

RECEIVED
AUG 1 1956
FOR FILING
F-325 (1)
4568

July 31, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order For Extra Work No. 3 covering State share of flagging cost on the Dolph Corner-Rickreall Section of the Willamina-Salem Highway in Polk County, Contract No. 4568, in connection with Federal Aid Project No. F-325(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:bb

Encl.

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JUL 25 1956
FOR FILING

F-325 (1)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
July 23, 1956

SUBJECT: Report on Gas main breakage
Dolph Corner-Rickreall Section
Willamina-Salem Highway
Polk County
Contract No. 4568

NOTED
FLOYD QUERY

To: MEMORANDUM TO FILE:

During the week of July 16 and I believe on Thursday, July 19, 1956, Mr. Landsverk, Claims Agent for the Portland Gas and Coke Company, together with Mr. Monte Walter, Attorney for the Portland Gas and Coke Company, talked with me on the phone concerning the breaking of their gas main by the Contractor on the Dolph Corner-Rickreall job.

Mr. Landsverk inquired as to whether, or not, we required the Contractor to have, in force, public liability and property damage insurance, to which I advised that it was our usual practice not to require such insurance unless encroachment upon railroad properties were involved and that, as far as I knew, we had made no exception to that usual practice in this instance. I offered to secure a copy of the contract and examine the same to determine whether, or not, there had been such a requirement in this case, and, Mr. Landsverk advised that it would not be necessary to go to this trouble.

I did inform Mr. Landsverk that we had a standard provision in our contract that required the Contractor to pay for all damaged private properties and that this obligation was covered by the bond which the Contractors are required to put up at the time of signing the contract.

Mr. Landsverk then confirmed that the contractor is Babler Brothers and requested information as to their main office address, which I supplied him. Mr. Landsverk further advised that the Portland Gas and Coke Company would have a substantial claim to make against the State's Contractor, and, at my suggestion, he is going to submit a copy of the claim to the Secretary's office.

Mr. Landsverk inquired as to whether, or not, the money retained by the State as holdbacks on this contract would be held indefinitely until the Contractor had paid this claim, to which I informed Mr. Landsverk that we could not be placed in a position of having to adjudicate the merits of claim and we would do all we could to urge that the Contractor pay the legitimate claims, but that we would not, after accepting this job, continue to hold the moneys which the State retained as holdbacks to insure completion of the job, for by doing so we would be required to ultimately pay interest on such moneys that were retained.

MEMORANDUM TO FILE

Mr. Landsverk advised that Mr. Dodd, the Manager of the Portland Gas and Coke Company, in Salem, had conferred with representatives of the Contractor and probably with Mr. Babler himself and had requested that before they had commenced working in the area where the main was located that Mr. Dodd be informed so that he, at that time, could come out and definitely locate the main for the Contractor. Mr. Landsverk further stated that the Contractor's representatives did not contact Mr. Dodd, or other members of the Portland Gas and Coke Company, prior to going into the area where the main is located, and that the first indication that the Portland Gas and Coke Company had that work was being commenced in this area was the lowering of pressure resulting from the breaking of the main. Approximately six hours after the main was broken the Contractor advised Mr. Dodd that he was ready to commence work in the area, to which Mr. Dodd informed him that he was well aware that work had already commenced inasmuch as the pressure had dropped substantially. The Portland Gas and Coke Company was required to utilize the services of several hundred men to cut off all gas appliances after the break of the main, and then to return for the purpose of turning on these appliances and lighting pilot lights after the main was repaired. I understand that one substantial claim has been made against the Portland Gas and Coke Company by a bakery in Dallas, which bakery is dependent upon supply of gas and an entire day's bake was lost through the interruption of the gas supply.

C. W. ENFIELD
Chief Counsel

CWE:RN
cc: Mr. H. B. Gleisyer

RECEIVED
SEP 10 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

OREGON STATE HIGHWAY DEPARTMENT

SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

July 19, 1956

Oregon State Highway Commission

Re: Joseph H. Harland
vs.
State of Oregon
L-2109A
Case No. 13306

NOTED
H. B. GLAISYER

Gentlemen:

Enclosed herewith is a copy of the opinion handed down by the Supreme Court this date in the above-entitled case, wherein the Supreme Court affirmed the decree of the lower court in disallowing Mr. Harland's application for injunction against the State.

There are several statements in the opinion which will be of aid to us in other litigation that arises from time to time. This opinion should go far in discouraging the filing of similar type suits, particularly in light of it being a per curiam opinion, being an opinion written by the entire court, rather than one written by merely one justice of the court, which is the usual practice.

I apologize for the illegibility of the picture copy of the opinion enclosed herewith but this picture was made of a carbon copy, and it is difficult to secure a good picture. If you are interested, I will be glad to provide you with a copy of the printed opinion when the Supreme Court Advance Sheet is published.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWEmaj
cc - R. H. Baldock
H. B. Glaisyer
Enc.

IN THE SUPREME COURT OF THE STATE OF OREGON

Joseph H. Ramlow,

Appellant,

v.

Ben H. Chandler, Charles H. Reynolds, and M. T. McIver, constituting the State Military Commission,

Respondents.

Appeal from Circuit Court, Polk County.

Alfred P. Johnson, Judge.

Argued and submitted June 6, 1956.

H. C. Winslow, Salem, argued the cause for appellant. With him on the briefs was Norman K. Winslow, Salem.

Charles Peterson, Salem, argued the cause for respondents. With him on the brief were Robert Y. Thornton, Attorney General; C. A. Barfield, Assistant Attorney General; and Leonard I. Linden, all of Salem.

Before Warner, Chief Justice, and Rossman, Lusk, Brand and Perry, Justices.

PER CURIAM.

Affirmed.

FILED
OCT 18 1956
F. M. SERCOMBE, Clerk
By ..... Deputy

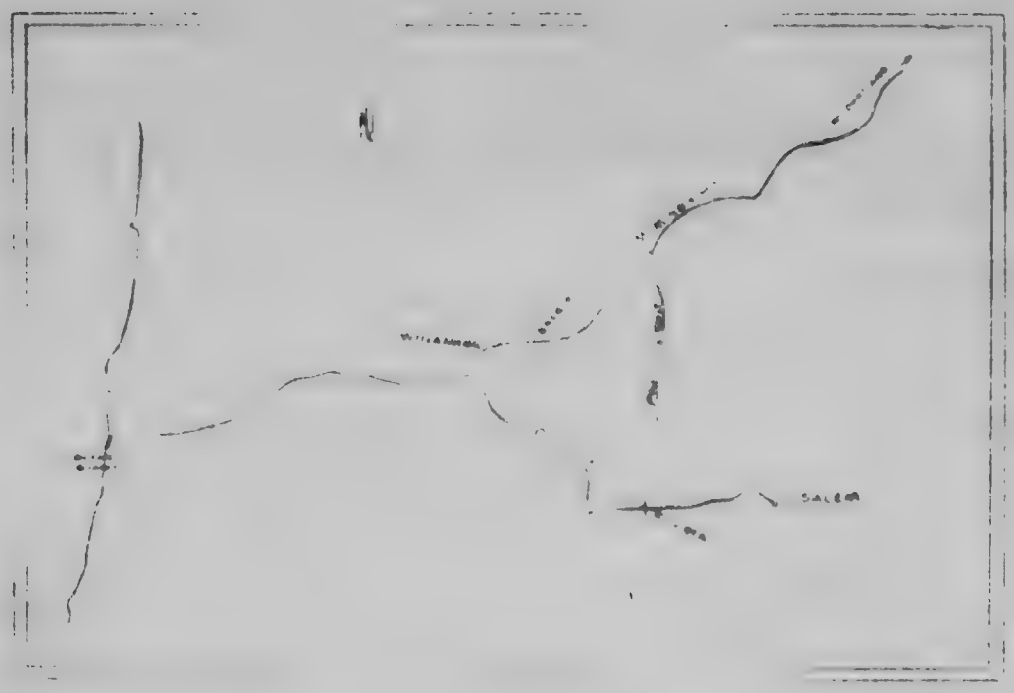
PER CURIAM.

Plaintiff brought this suit to enjoin the State Highway Commission from constructing a new section of highway, approximately four and one-half miles long in Polk County, Oregon, which will constitute a part of the Willamina-Salem Highway, State Highway No. 3-, and provide a shorter and more direct route than the present one from Salem to the coast beaches. The circuit court entered a decree of dismissal, from which plaintiff has appealed.

Plaintiff alleges that he is a taxpayer and a contributor to the road funds of Oregon, and the owner of real property through which the proposed road will go. He alleges as the basis of relief that the highway of which the new construction will form a part is not a primary but a secondary highway; that the defendants sought to obtain the approval of the County Court of Polk County for the project, but such approval was refused; and that the Commission acted arbitrarily, capriciously, in bad faith, and with a bad motive and purpose, and abused its discretion in its adoption of a resolution in which it classified the Willamina-Salem Highway as a primary highway, and in its selection of the new route, which is said to be "not economically sound, practical, nor does it best serve the traveling public."

The present highway from Salem to the coast runs westerly from Salem through the town of Rickreall to Dallas, thence northerly to a junction with the Salmon River Highway at Wallace Bridge, thence westerly to the ocean. The highway from Dallas, northerly to the Salmon River Highway, has heretofore been known as the Dallas-Coast Highway, and had been classified by the Commission as a secondary highway. The new section of road, designated by the Commission as the Delph Corner-Rickreall section

of Willamina-Salem Highway, will leave the Dallas-Coast Highway at Dolph Corner, which is 2.99 miles north of Dallas, and extend in a southeasterly direction to a point on the Salem-Dallas Highway in the westerly part of Rickreall. It will be a throughway. See ORS 374.010. The Willamina-Salem Highway, as thus improved, was authorized by an act of the legislature. Oregon Laws 1953, ch 258, p 375, ORS 366.256. Selection of the precise route, however, was left to the Commission. On the attached map, the Dolph Corner-Rickreall Section is represented by a dotted line.


SALEM

As is well known, much state highway construction is done today with the aid of federal funds. Under federal legislation moneys appropriated for "secondary and feeder roads" could only be expended where the "projects for construction shall be selected and the specifications with respect thereto shall be determined by the state highway department and the appropriate local officials in cooperation with each other." (Italics added.) Federal-Aid Highway Act of 1944, ch 912, Public Law 759, 81st Congress (2d session), U S Code Congressional Service 1950 (vol 1), p 940. See, also, 23 USCA § 6, and acts referred to in 23 USCA, '55 pp, § 21a-1, note.

As stated, the Dallas-Coast Highway was classified as a secondary highway by the Commission. Apparently under the assumption that for that reason construction of the Polk Corner-Rickreall Section of the Willamina-Salem Highway was not eligible for federal aid without the approval of the "appropriate local officials," the Commission in October, 1951, addressed a letter to the County Court of Polk County asking for such approval. It was not given. Thereafter, by resolution on December 10, 1951, the Commission classified the Willamina-Salem Highway as a primary highway, leaving undisturbed the classification as a secondary highway of the portion of the Dallas-Coast Highway not included within the route of the Willamina-Salem Highway. Subsequently, the Commission applied for, and was granted, federal aid for the project.

Apart from the allegations that, after the Commission sought and failed to obtain the approval of the County Court of Polk County to the proposed route, the Commission classified the Willamina-Salem Highway as a primary highway, there are no allegations of fact in the complaint relating to the alleged arbitrary action of the Commission. The Commission is authorized by statute to "classify and reclassify the highways comprising the state highway system as primary and secondary highways. ORS 366.205 (2). We think it extremely doubtful that an issue can be raised as to the validity of the Commission's exercise of this power by the mere assertion that a highway which the Commission has classified as a primary highway is in fact a secondary highway, and by alleging that the Commission's action was taken in bad faith and from evil motives. It is the Commission upon which the legislature has conferred the power to classify highways, and anyone who undertakes to charge the Commission with abuse of discretion in its exercise of the power must state facts which support this accusation. Adjectives or adverbs, no matter how strong, are not substituted for facts. Similarly, the allegation in the complaint that the proposed route "is not economically sound, practical, nor does it best serve the traveling public," can barely be sustained as sufficient to charge an abuse of discretion. The Commission is vested with broad powers, many duties, "general supervision and control over all matters pertaining to the selection, establishment, location, construction, improvement, maintenance, operation and administration of state highways." ORS 366.205 (2). The Commission administers the state highway system with the aid of skilled, expert employees of the State Highway Department. While we do not attribute infallibility either to the members of the Commission or the employees of the department, we

Apart from the allegations that, after the Commission sought and failed to obtain the approval of the County Court of Polk County to the proposed route, the Commission classified the Willamina-Salem Highway as a primary highway, there are no allegations of fact in the complaint relating to the alleged arbitrary action of the Commission. The Commission is authorized by statute to "classify and reclassify the highways comprising the state highway system as primary and secondary highways. ORS 366.205 (2). We think it extremely doubtful that an issue can be raised as to the validity of the Commission's exercise of this power by the mere assertion that a highway which the Commission has classified as a primary highway is in fact a secondary highway, and by alleging that the Commission's action was taken in bad faith and from an improper motive. It is the Commission upon which the legislature has conferred the power to classify highways, and anyone who undertakes to charge the Commission with abuse of discretion in the exercise of the power must state facts which support his accusation. Adjectives or adverbs, no matter how strong, are no substitute for facts. Similarly, the allegation in the complaint that the proposed route is "not economically sound, practical, nor does it best serve the traveling public," can barely be sustained as sufficient to charge an abuse of discretion. The Commission is vested with broad powers, among others, "general supervision and control over all matters pertaining to the selection, establishment, location, construction, improvement, maintenance, operation and administration of state highways." ORS 366.205 (2). The Commission administers the state highway system with the aid of skilled, expert employees of the State Highway Department. While we do not attribute infallibility either to the members of the Commission or the employees of the partment. We

are of the opinion that something more than a general broadside such as we have quoted should be required in a pleading before the Commission may be brought into court to answer to a charge of bad faith and abuse of discretion. Otherwise, it might well be that the Commission would be forced to spend its time defending law suits instead of building and maintaining highways.

Notwithstanding these views, we have examined the record to determine whether there is merit in the plaintiff's suit, and we find none. It is not the fact, as the plaintiff claims, that at the time the Commission sought approval of the project from the County Court of Polk County it had selected the route for the new section of highway. But it would make no difference if this were the fact. It was entirely within the competence of the Commission to classify the new section of highway as a primary highway and to reclassify a portion of the Dallas-Coast Highway as a primary highway. Even had it taken this action for the purpose of qualifying the project for federal aid without the approval of the local authorities, that in itself would have been no mark of bad faith. That this was the reason for its action is by no means clear, for it would seem - though we do not decide the question - that Primary Highway Aid under federal law is not dependent on classification of highways by state authority, but rather upon the approval of the project by the federal authorities as one entitled to such aid. In this case the project was given such approval and the funds made available. The suggestion of the plaintiff that this amounted to a fraud on the federal government does not merit discussion.

The statute does not define "primary" and "secondary" highways. We may assume, as counsel for the plaintiff does, that the former was

[illegible] to indicate the "next appearance" and the latter "next below first in appearance." The Legislature has left the determination of [illegible] to the Commission. [illegible] for the plaintiff [illegible] to the Commission "does not have power to declare by resolution that [illegible] which, in fact, is a secondary highway is a primary highway." In the former proposition we agree with counsel. As to the latter, this observation may be made: Chief Justice [illegible] said that the Constitution is what the judges say it is. [illegible], a highway [illegible] may be classified by the Commission. There [illegible] circumstances in which a court would be authorized to interfere with the exercise of classification, though just what those circumstances might be we need not know to-day at this moment. Certainly, nothing in the record before us tends in the slightest degree to support the claim that in the present instance the Commission abused its powers by the classification in question. That the proposed highway is important is obvious; whether it is sufficiently important by comparison with others to entitle it to be classified as primary is a question committed by the statute to the judgment of the Commission, not of the courts.

These observations apply with full force to the claim that the route for the new section of highway selected by the Commission is not economically sound or practical, and does not best serve the traveling public. Here again the plaintiff would have us enter upon a field reserved for the Commission. Courts are not only not authorized to decide questions of this character, they are not competent to do so. Counsel for plaintiff state in their brief that on this question "there

's a wide divergence of opinion between Mr. Rankin, chief engineer of the Highway Commission, who has had years and years of experience and who ought to be in very much better position to know than Mr. Irvin A. Cooper, an engineer called by appellant * * *.' Notwithstanding this sentence, the [illegible] would have us substitute the judgment for that of the Commission and its engineer. This we must decline to do. Counsel argue that, 'when people are acting from bad motives, when people are trying to get around statutory requirements,' the rule on this subject should not be applied. As we find no evidence to support these charges there is no justification for making an exception of the present case.

The plaintiff's petition to have [illegible] traverse his farm is understandable. But it is the sort of annoyance, inconvenience or hardship that the [illegible] must necessarily suffer when modern highways are built to meet the demands of a motorized age. The Constitution preserves to the property owner the right to just compensation for property taken for a public purpose. To this, of course, the plaintiff is entitled; but he has produced no evidence which would warrant a court in interfering with the orderly administration of the affairs of the State Highway Department by enjoining construction of the proposed highway.

The decree of the circuit court is affirmed.

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JUL 23 1956
FOR FILING
F-325 (1)
45-5

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

W. C. WILLIAMS

Salem, Oregon
July 19, 1956

SUBJECT: Report on gas main breakage
Dolph Corner-Rickreall Section
Willamina-Salem Highway
Polk County
Contract No. 4568

To: Mr. J. H. Walker
Division Engineer
Office

The following report is in accordance with Mr. Forrest Cooper's instructions of this date.

The Portland Gas and Coke Company have a gas main located about six feet out from the southerly pavement edge of the existing Salem-Dallas Highway, approximately three feet below the roadway shoulder surface (see attached copy of Sheet No. 10-A of the project plans).

On May 15, 1956, I went over the ground with Mr. Carlson, the Gas Company's representative. I outlined the construction plans and suggested that he keep in contact with the contractors operations. Mr. Carlson had a copy of the project plans.

Shortly after this meeting with Mr. Carlson, I brought this matter to the attention of Mr. Richard Babler, the contractors' representative, and requested he give the Gas Company advance notice of his construction operations in the vicinity of their gas main.

Tuesday, July 17, Mr. Babler advised me that he was planning to install the 18 inch culvert pipe at Station "D" 837+15 (as shown on the attached Sheet 10-A of the project plans) on Thursday, July 19. I requested that he notify the Gas Company in advance of the work.

Wednesday, July 18, the contractor's grader working on the new sidehill embankment at the abovementioned culvert site gouged into the existing shoulder and severed the gas main. The incident occurred about 8:00 A.M.

Arthur Duffy
Resident Engineer

AD:fs
encl.
cc: Mr. Forrest Cooper

NOTED
FORREST COOPER

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OFFICE OF
CONSTRUCTION ENGINEER

Letter to Mr. Walker filed

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OFFICE OF
STATE HIGHWAY ENGINEER

DOL[illegible] CORNER - RICKREALL SEC. | SHEET No. 10-A
WILLAMINA - SALEM HIGHWAY
POLK COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-325(1)		See Index

R/W
1°30 CL
Δ 16°08
T 691.48

3°CL
Δ 16°08
T 270.68

2°30 CL
Δ 16°08
T 324.82

R/W
300 Spiral
S-2°15
a-0.5

842+54.60 P.C.C.

Const
1°CL
Δ 9°01 40"
T 452.33

6°C.R
Δ 39°27'02"

PRC

1°CL
Δ 5°01'02"

847+14.43 P.T.

R/W 848+10.69 P.C.S.

848+21.98 P.T.

Edge Future Asph Conc Pavt

R/W Line ℄

845

Const ℄
1°CL

R/W ℄

R/W Line ℄

2°30 CL ℄

3°CL
L 100'R

6°CR

TAPER

N 67°20' E

Const ℄

Dallas Highway

S 88°38' E
R/W Line

"D" Line
6°C.R.
Δ 34°26'
T 295.90

Lt Edge Pavt.
6°C.R.
Δ 39°27'02"
T 342.39

190 Remove Exist 12" Conc P.

"D" 845+26.54 P.T.

EQUATION

To McMinnville

"D" 848+31.15 P.C.

Match Line "A"

RICKREALL

PACIFIC HIGHWAY WEST

Const ℄ R/W 855+83 CS P.C.

851+57.46 P.T. 11°Lt
R/W 851+61 P.O.T. ℄

R/W Line

65'

WILLAMINA - SALEM HWY.

855

Gas Line Sta

Water Line Sta

R/W ℄ Const ℄

S 67°20' E

Edge Future Asph Conc Pavt

R/W Line

To Salem

Existing Traffic Islands

Future Const ℄

Match Line "A"

R/W 851+18.69 P.T.

"D" 851+61.15 P.R.C.

"D" Line
1°C.R.
Δ 5°18'
T 185.07

EQUATION "D" 854+91.15 P.T. 11°Lt
855+00.00 P.O.T. ℄

To Monmouth

To Coast S61°12'E
R/W Line 2
R/W Const E 2
Edge Future Asph Conc Pavt
R/W Line 1
R/W 837°43.14 P.S.C.
837°43.14 P.O.T.
R/W 300' Sound S. 12°15 Q°0.5
838°99.40 P.C.
R/W 840°43.14 P.S.C.
Const. 2°C.L. Δ=7°06'30" T=177.82
841°76.34 P.C.
841°76.65 P.C.
842°54.68 P.C.C.
2°CL 2
260'
80'
22'
840°81.90 P.O.T.
843°06.52 P.T.
841°1350 P.C.
85' Rad. C Δ=129°26' T=179.95
R/W Line 2
R/W Const E 2
20'
6°C.R.2
841°96.96 P.C.
Edge Future Asph Conc Pavt
"D"-LINE
Salem - Dallas H
S 86°38 E
R/W Line 1
Const. Road Approach Lt. Install 12" Pipe 30' (Remove Exist 12" Conc P) 1+40
(Remove Exist 12" Conc P) Install 12" pipe 72' Fill
R/W Line 2
N 78°14 E
R/W Line 1
Edge Future Asph Conc Pavt
Gas main broken by contractor 7-18-56
1°C.L. Δ=3°01'41" T=151.45
Note: For "D" Line Profile see Sht 10-B
R/W Line 2
N 78°14 E
R/W Line 1
1°C.R. Δ=3°01'41" T=151.45
Match Line "A"
Scale = 0 50 50 75 100 Feet

FORM S-139 SGM REVISED 2-55

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F-325(1)
W. C. Williams 45-F

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R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

July 10, 1956

NOTED
W. C. WILLIAMS

W. C. Williams

Legislative Highway Interim Committee

Salem, Oregon

File No. R-24506 - L2541
File No. R-18161 - L2405
State vs. Harland
File No. L-2409
Harland vs. State
Dolph Corner-Rickreall Section
Willamina-Salem Highway

Attention: Mr. Robert L. Elfstrom
Vice-Chairman

Gentlemen:

Pursuant to the request made by you and Senator Leth to Mr. W. C. Williams, Deputy State Highway Engineer, at the time of your recent visit to the site of construction of the Dolph Corner-Rickreall Section of the Willamina-Salem Highway, I submit herewith a summary of the facts concerning the negotiations by the Legal and Right of Way Division of the Highway Department with Mr. Joseph Harland. preceeding commencement of the condemnation actions.

In November, 1951, the Legal and Right of Way Division was requested to acquire right of way for the Dolph Corner-Rickreall Section, which right of way included 12.208 acres of land owned by Mr. Joseph Harland. On November 26, 1951, Right of Way District Supervisor Harry Benson and Right of Way Agent Esthel Benner called upon Mr. Harland and discussed the State's desire to acquire right of way across his property. Mr. Harland's idea of value was far in excess of what we believe to be the market value of the property, and Mr. Harland indicated that he was organizing a resistance movement to oppose construction of the highway, as evidenced by Mr. Benson's memorandum prepared on November 26, 1951, a copy of which is enclosed herewith and marked "Exhibit A". Before any further action was taken concerning this acquisition the construction of this project was removed from the highway department's program and no further attempt was made to acquire any rights of way until 1955.

After holding a public hearing at Rickreall on May 24, 1955, which meeting was held at the express request of Mr. Harland, the Highway Commission again programmed the construction of this section of highway. Right of Way Agent Gerald T. Harrington was assigned to acquire the right of way for the Dolph Corner-Rickreall Section in 1955, which right of way at that time included 13.13 acres of land owned by Mr. Joseph Harland. From the very start, Mr. Harland indicated that he was not going to sell the right of way to the State and was going to do everything within his power to prevent the State from constructing the road at all, which attitude obviously is not conducive to successful negotiations. Enclosed herewith marked "Exhibit B" is a memorandum prepared by Mr. Gerald T. Harrington dated July 28, 1955, concerning a conference that he had with Mr. Harland on July 27, 1955.

Following Mr. Harrington's visit with Mr. Harland on July 27, 1955, we attempted to secure permission from Mr. Harland for independent appraisers to go upon his property for the purpose of appraising the value of the right of way sought to be acquired by the State and the damages that would result to his remaining land by reason of the acquisition and the highway construction, which permission had previously been refused by Mr. Harland. Enclosed herewith and marked "Exhibit C" is a memorandum prepared by Mr. Robert L. May dated August 9, 1955, concerning a telephone discussion he had with Mr. W. C. Winslow, Attorney for Mr. Harland, with respect to the State's desire to have independent appraisers inspect the property.

Through Mr. Winslow's efforts, permission was secured from Mr. Harland for two independent appraisers to inspect his property for the purpose of appraising the same, and after receipt of their appraisal reports, Right of Way Agent Gerald T. Harrington again called upon Mr. Joseph Harland on September 9, 1955, the results of which visit are clearly set forth in a letter dated September 9, 1955, from Mr. Harrington to Mr. R. L. Porter, Right of Way Engineer, a copy of which is enclosed herewith and marked "Exhibit D".

By this time, it was obvious that Mr. Harland did not intend to negotiate in good faith with the State on any basis for sale of right of way to the State, and a letter dated September 9, 1955, was sent to Mr. and Mrs. Harland by certified mail containing a formal offer for purchase of the required right of way for the sum of $10,500.00, in addition to the payment of which sum the Highway Commission would perform certain construction work, including the re-establishment and maintenance of existing drainage facilities located within the right of way, the construction and maintenance of fences along the right of way, and the construction of a 84-inch corrugated metal stock-pass beneath the highway for service of Mr. Harland's remaining land. A copy of this letter of offer is enclosed herewith and marked "Exhibit E". Mr. Harland refused to accept delivery of this certified letter, and it was returned to the Highway Department unopened. Enclosed herewith, marked "Exhibit F" is a memorandum dated September 15, 1955, and signed by Mr. Leslie B. Hampton, Assistant Attorney, concerning Mr. Harland's refusal to accept delivery of this letter of offer.

On September 15, 1955, a Complaint was filed in the Circuit Court of the State of Oregon for Polk County for acquisition of the required right of way by eminent domain proceedings.

On September 22, 1955, a Complaint was served upon the State in an injunction proceeding commenced by Mr. Harland in the same Court to enjoin the State Highway Commission from acquiring any right of way for the Dolph Corner-Rickreall Section of the Willamina-Salem Highway, to enjoin the State from awarding a contract for the construction of the highway, and to enjoin the State from expending any money in connection with the construction of the highway. A hearing was held before Judge Dobson in Polk County on the Plaintiff's application for injunction, at which time evidence was

introduced by both the Plaintiff and the State, and after the filing of exhaustive briefs on both the facts and the law and after several oral arguments before the court, the court entered a decree denying the Plaintiff's application for injunctive relief. Mr. Harland has appealed to the Supreme Court from this decree of the Circuit Court, and the case on appeal has been argued and now awaits the decision of the Supreme Court.

After filing of the condemnation complaint it was determined that a roadway serving the Harland property, and which was thought to be a public road, was found to be a private road owned by Mr. Harland, and a second condemnation proceeding was commenced in the Circuit Court of the State of Oregon for Polk County on April 17, 1956, to acquire that portion of the private roadway lying within the right of way of the new highway, consisting of a parcel of land containing 0.12 acres. Both of these condemnation cases are now pending and will not be set for trial until the Supreme Court decides the appeal of the injunction case.

Mr. Harland has evidenced strong dissatisfaction with the location of the highway as adopted by the Highway Commission and which severs his ranch, and he has continuously insisted that the highway be located elsewhere. To accomplish this end, Mr. Harland has done everything within his power to obstruct the construction of this section of highway. We recoginized long ago that it would be difficult to acquire right of way for this section of highway because of the resistance organized by Mr. Harland to oppose the construction of the highway, and every reasonable effort was made to negotiate in good faith with Mr. Harland; however, all attempts to negotiate were completely futile. Mr. Harland would not discuss matters pertaining to the construction of the highway or negotiate for sale of the right of way. We were therefore unable to determine from him the location he desired for the construction of approaches or the stock-pass, and we necessarily had to make such determination unilaterally as a condition precedent to filing of the condemnation complaints. In fact, from 1948 until after award of the construction contract, Mr. Harland would not permit engineers of the highway department to go upon his property to make surveys or to do other engineering, which would have been helpful in locating these facilities.

A copy of this letter is being sent directly to Senator Leth, and sufficient copies are enclosed herewith for the other members of the Legislative Highway Interim Committee.

Should you desire any additional information concerning this matter, please advise me.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE/bdr
Enc.

FORM S-108 9M REVISED 3-51

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STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

November 26, 1951

MEMORANDUM TO THE FILE:

File 18161 - Jos. Harland
Dolph Corner-Rickreall Sec.
Dallas-Coast Highway.

In company with Mr. Benner, I called upon Mr. Harland today in regard to the right of way through his property on the above designated section.

He did most of the talking. He made the remark that out of curiosity he would like to know what our idea of the value was, of the piece we were taking. I told him $11,000 or $12,000 - which he thought was very funny. He went on to say, finally, that his idea was that if we paid him $60,000 or $65,000, by the time he got through building fence he wouldn't have anything left. He also told us that he was quarter-backing the resistance movement on this line, and that "if we shoved him too hard, "something down inside this old heart of mine might pop and something very drastic might happen."

I told him that I thought that that was a very poor remark to make, and he proceeded to repeat the implied threat. He let us know definitely that he did not think that we would ever build the road; that he would spend money hand over fist, figuratively speaking, doing everything that was possible to prevent us.

(Sgd.) H. G. Benson

H. G. BENSON
Right of Way Supervisor

B:B.

Exhibit "A"

FORM E-30 20M 9-51 52316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 28, 1955

SUBJECT: File 18161—Harland

To: MEMORANDUM TO THE FILE

On July 27 at approximately 2 o'clock in the afternoon, I called on Mr. Joseph Harland at his residence and attempted to negotiate for the acquisition of 13.13 acres of right of way. Mr. Harland asked what amount I was prepared to offer. I replied that I was prepared to recommend payment of $5000 for the property needed. Mr. Harland laughed at this and replied, "Aren't they generous!" Mr. Harland asked for a breakdown of the amount, which I gave him.

I gave him the breakdown, and he asked for it to be written and for me to sign my name. Even though I informed Mr. Harland that I am not a final authority, and that I was only prepared to recommend this offer, he insisted that I write down my breakdown. I reluctantly did so. The breakdown which I gave him is shown on the attached hand-written sheet, which is a duplication of what I gave him.

Mr. Harland asked if that was all that we were offering. I told him that I was willing to recommend that the State place a 84" pipe through the highway, to be used as a sheep underpass. Although he did not laugh at this, he did not appear to think that it would be adequate. I also informed Mr. Harland that the State would construct the fencing by contract on the entire line. Mr. Harland rendered several strong opinions of the State Highway Department and the Highway Commission, but did make a point of excluding me personally, since I was "just doing a job for them."

After our conversation regarding the recommended offer, he told me that I might just as well pack up and get on my way. Before leaving, I asked Mr. Harland if he would be willing to tell me just what he thought would be just compensation. He replied, "No, Sir, not a nickel's worth. I'm not telling you or anyone else. You can find out when we get in court."

I asked Mr. Harland if he would be interested in having the line staked so that he would know exactly what land is being taken. He replied emphatically, "No. No one is going to set foot on this property until you get it through the courts." Mr. Harland made it quite clear that he thought that my recommended offer was grossly inadequate, and that he would exercise his right to defend his property and would not permit the Highway Department to steal it from him.

He stated that during the war he was offered a quater of a million dollars for his property and refused to take it. He also stated that they are making plenty of money and don't want to make any more money than they are now making. He further stated that during his European tour, he had seen what those poor devils over there have to go through and how they are treated, and that he can see the same type of influence arising here. He is therefore going to stand up for his rights, including his right to express his own opinion, since this is still a free country. He has seen land in Europe that has been farmed for a thousand years, and his land is going to be farmed for the next 100 years, at least.

Exhibit "B"

File 18161
July 28, 1955
Memo to the file

Before departing, I asked Mr. Harland if he would object to our having the property appraised by independent appraisers. He again emphatically reiterated his statement that no one will set foot on his property until we take it by court action. I replied that it might be to his benefit to allow us to have independent appraisals made, since there was always the possibility we might be able to offer more. He replied that with my statement he has everything he needs and will get going now, that even if we did raise our offer, we would not come near his figure by several thousand dollars. He states that he is not going to do any favors for the Highway Department or Highway Commission, and no one will set foot on his land until the Department has acquired it through the courts.

(Sgd.) Gerald T. Harrington
Gerald T. Harrington

Attached: Breakdown

July 27, 1955

Land: 13.13 acres at $200.00 per acre	$2,626.00
Damages to 240 acres + or -, severed.....	2,400.00
	$5,026.00

(Sgd.) Gerald T. Harrington
Right of Way Agent
Oregon State Highway Dept.

FORM E-30 20M 9-51 88519

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9, 1955

SUBJECT: R-18161 Joseph Harland
Dolph Corner-Rickreall Section
Dallas-Coast Highway

To: Memorandum to File

On Monday, August 8, 1955, I called Mr. W. C. Winslow, attorney for Mr. Harland in the above case, in order to discuss the fact that Mr. Harland has up until the present time refused to permit real property appraisers for the State to go upon his property for the purpose of appraising the same.

Mr. Winslow advised that he felt that nothing could be gained by refusing to permit the appraisers to inspect the property and would advise Mr. Harland to permit the appraisers to go upon the property.

Mr. Winslow stated that one reason for Mr. Harland's reluctance to permit appraisers to go upon the property was the fact that Mr. Harland is seriously considering legal proceedings to restrain the construction of the highway, particularly across Mr. Harland's property. He did not wish to do anything which might prejudice his rights in such a proceeding. Mr. Winslow advised that in his opinion permitting the appraisers to go upon the property would not prejudice Mr. Harland's rights in any way. Mr. Winslow indicated without stating so expressly that Mr. Harland still is seriously considering the institution of some sort of legal proceedings.

(Sgd.) Robert L. May, Jr.

ROBERT L. MAY, JR.
Assistant Counsel

RLM/mlk
cc: Mr. R. H. Baldock
Mr. R. L. Porter
Mr. Leonard I. Lindas

Exhibit "C"

FORM E-90 20M 8-51 62316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
September 9, 1955

SUBJECT: File No. 18161 - Harland
Dolph Corner-Rickreall Section
Willamina-Salem Highway
Polk County

To: R. L. Porter
Right of Way Engineer
O F F I C E

This morning at 9:30 A.M. I met with Mr. Joseph Harland and attempted to make a second recommended offer based on the highest appraisal which we have for this acquisition. The following is a summary of the conversation which I had with Mr. Harland:

"Good morning Mr. Harland."

'What are you doing back here?' 'I was sent back here to - - -'

'I don't want to hear any more offers! I told you we were going to court and that is all there is to it. I don't want to hear any more offers!'

'I came to tell you what our highest recommended offer is based on, our last appraisal that we have.'

'Kolberg was here and he never came back. He said he was going to come back but he didn't. Anyhow, I know that your offer wouldn't be anywhere near what he's puttin on it.'

'His appraisal is in now. Wouldn't you like to hear what it was?'

'No! I don't want to hear what it was, and I don't want to hear any more offers, just peddle your papers!'

If my memory serves me correctly, this is word for word, the brief conversation which I had with Mr. Harland. He was apparently quite angry because I was back, and looked as if he was about to lose complete control of his temper. Each time I attempted to tell him what the offer was, I was rebuffed.

Respectfully submitted,

(Sgd) Gerald T. Harrington
Gerald T. Harrington
Right of Way Agent

GTH:mab
cc - C. W. Enfield
H. G. Benson cc - E. F. Chidsey

Exhibit "D"

FORM S-123 3004 REVISED 3-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

CERTIFIED MAIL

September 9, 1955

Joseph H. Harland and Arlene L. Harland
Route 1
Dallas, Oregon

R-18161
Dolph Corner-Rickreall Section
Willamina-Salem Highway

Dear Sir and Madam:

The State Highway Commission has found it necessary to acquire for right of way purposes, for the relocation, construction, improvement and maintenance of the Dolph Corner-Rickreall Section of the Willamina-Salem Highway, the following described real property, to-wit:

A parcel of land lying in Section 23, Township 7 South, Range 5 West, W.M., Polk County, Oregon, and being a portion of that property lying in Section 23 as described in that deed to Joseph H. Harland and Arlene L. Harland, recorded in Book 150, Page 128 of Polk County Records of Deeds, the said parcel being that portion of said property included in a strip of land variable in width, lying on each side of the center line of the Willamina-Salem Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's centerline Station 715+00, said Station being 3006.26 feet North and 272.5 feet West of the southwest corner of the Harrison Brunk Donation Land Claim No. 61, Township 7 South, Range 5 West, W. M.; thence South 51° 12' East 5500 feet to Station 770+00, said center line crossing the westerly and southerly lines of said property approximately at Station 718+05 and 768+20, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
715+00	733+00	50 feet	50 feet
733+00	770+00	60 feet	60 feet

The parcel of land to which this description applies contains 13.13 acres.

Exhibit "E"

The State Highway Commission has found it necessary that there shall be no rights of access of any nature between the right of way of the said relocated Willamina-Salem Highway and all of your contiguous real property which abuts thereon remaining after the sale or appropriation of the above-described real property, provided, however, that there shall be reserved unto you, your heirs and assigns, for service of the said remaining land, the following:

A right of access to the relocated Willamina-Salem Highway of a width of 25 feet on the northerly side of said highway opposite Highway Engineer's centerline Station 719+50, for the production and transportation to market of farm products from your remaining land, and for private residential use only.

A right of access to the relocated Willamina-Salem Highway of a width of 25 feet on the southerly side of said highway opposite Highway Engineer's centerline Station 719+50, for the production and transportation to market of farm products from your remaining land, and for private residential use only.

A right of access to the relocated Willamina-Salem Highway of a width of 25 feet on the northerly side of said highway opposite Highway Engineer's centerline Station 742+00, for the production and transportation to market of farm products from your remaining land, and for private residential use only.

A right of access to the relocated Willamina-Salem Highway of a width of 25 feet on the southerly side of said highway opposite Highway Engineer's centerline Station 742+00, for the production and transportation to market of farm products from your remaining land, and for private residential use only.

A right of access to the relocated Willamina-Salem Highway of a width of 25 feet on the northerly side of said highway opposite Highway Engineer's centerline Station 752+70, for the production and transportation to market of farm products from your remaining land, and for private residential use only.

A right of access to the relocated Willamina-Salem Highway of a width of 25 feet on the southerly side of said highway opposite Highway Engineer's centerline Station 752+70, for the production and transportation to market of farm products from your remaining land, and for private residential use only.

If, after written notice to desist, you, or any person holding under you shall use the above rights of access for any purpose not stated for those particular places, or shall permit or suffer any person to do so, the rights of access shall automatically be suspended. The State Highway Commission shall thereupon have the right to close the places of access for all purposes. The suspension shall terminate when satisfactory assurance has been furnished the State Highway Commission that

the places of access will be used only for the purposes hereinabove stated; provided, however, that the State Highway Commission may first require a bond with sureties satisfactory to it in an amount not in excess of $1,000.00, conditioned upon faithful compliance with the above provisions concerning the use of the accesses at said places. The State Highway Commission's rights to close the places of access and require a bond shall be continuing as to each succeeding use for a purpose not herein stated.

The State shall, however, have the right at its option to build at any future time, at its sole cost, a frontage road, or roads, within the boundaries of any present or hereafter acquired right of way; thereupon the right of access herein granted to and from the aforesaid highway which is on or adjacent to any such frontage road, or roads, shall cease, but you, your heirs and assigns, shall have access to the said frontage road, or roads. Said frontage road, or roads, shall be connected to the said relocated Willamina-Salem Highway at a point not a greater distance to the west of your remaining land than a point approximately opposite Highway Engineer's centerline Station 672+00, and at a point not a greater distance to the east of your remaining land than a point approximately opposite Highway Engineer's centerline Station 857+00.

The right, so long as any portions of the remaining property on both sides of the said relocated Willamina-Salem Highway and served by such crossing are held by a common ownership, to establish, maintain and use a crossing of a width of 30 feet at Highway Engineer's centerline Station 719+50, such right to continue only so long as the crossing shall be used for farm purposes only. The construction of a frontage road, cr roads, shall not defeat the right of crossing.

The right, so long as any portions of the remaining property on both sides of the said relocated Willamina-Salem Highway and served by such crossing are held by a common ownership, to establish, maintain and use a crossing of a width of 30 feet at Highway Engineer's centerline Station 752+70, such right to continue only so long as the crossing shall be used for farm purposes only. The construction of a frontage road, or roads, shall not defeat the right of crossing.

A right of passage across the relocated Willamina-Salem Highway through a corrugated metal tube 84 inches in diameter which the State Highway Commission will place, at its sole cost, under the highway to be constructed at Highway Engineer's centerline Station 745+50. Said right of crossing shall continue only so long as any portion of the remaining property on both sides of the highway and served by the said underpass are held under a common ownership.

The right, so long as any portions of the remaining property on both sides of the said relocated Willamina-Salem Highway and served by such crossing are held by a common ownership, to establish, maintain and use a crossing of a width of 30 feet at Highway Engineer's centerline Station 742+00, such right to continue only so long as the crossing shall be used for farm purposes only. The construction of a frontage road, or roads, shall not defeat the right of crossing.

I have been authorized by the State Highway Commission to offer to you, and do hereby offer and tender to you, the sum of $10,500.00 for a warranty deed conveying the said real property to the State of Oregon, by and through its State Highway Commission, free and clear of all liens and encumbrances, including the taxes for the fiscal year during which the State of Oregon receives title to or takes possession of the said real property.

In addition to the above sum, the State Highway Commission will, as a part of its construction program, re-establish and maintain the existing drainage facilities located within and crossing the real property hereinabove described.

In addition to the above sum, the State Highway Commission will also construct a fence on each side of the right of way hereinabove described, and will maintain the same so long as the said real property described therein is used for state highway right of way purposes.

Kindly let me have your immediate acceptance or rejection of this offer, for in the event we are unable to reach a satisfactory agreement, I have been instructed to institute and prosecute to final determination such condemnation proceedings as may be necessary. It is sincerely hoped, however, that no such action will be required, and that a settlement will be reached upon the basis of the offer herein made.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

ROBERT L. MAY, JR.
Assistant Counsel

GER:jfw

FORM S-20 2CM 9-51 92919

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

September 15, 1955
Salem, Oregon

SUBJECT: R-18161
Dolph Corner-Rickreall Section
Willamina-Salem Highway

To: MEMORANDUM TO FILE:

Joseph H. Harland's mailing address is Rickreall, rather than Dallas, Oregon.

In connection with the refusal of Mr. Harland to accept the certified letter of offer, Mrs. Stella G. Lowe stated that Mr. Harland came into the Rickreall Post Office and when he was presented with the certified letter refused to accept the same.

(Sgd.) Leslie B. Hampton

LESLIE B. HAMPTON
Assistant Attorney

jfw

Exhibit "F"

FORM E-123 60M REVISED 2-56

RECEIVED
JUL 17 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 18, 1956

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

NOTED
W. C. WILLIAMS

Gentlemen:

With reference to the grading through the Harland place on the Dolph Corner-Rickreall Section, we would appreciate very much if you would attempt in every way and also request your men to refrain wherever possible from entering into any argument or discussions with Mr. Harland or his sons.

We realize thoroughly that the provocations at times are very great and certainly we understand that both you and your employees must become very irritated at Harland's actions. However, in order that the work may progress with as little interference as possible, we think that it is wise to avoid all controversy possible.

I would also suggest that it might be well to concentrate as much as possible on getting the grading through the Harland property completed as soon as it can reasonably be done. Any cooperation in this matter will certainly be appreciated.

Yours very truly,

J. D. Walker
Division Engineer

NOTED
State Highway Engineer

JDW:AM
cc Mr. R. H. Baldock
Mr. Forrest Cooper

RECEIVED
JUN 18 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 18 1956
FOR FILING

FORM ESC—SOM—11-56—30234
I 325 (1)
HEW

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1956

SUBJECT: Dolph Corner-Rickreall Section
Willamina-Salem Highway

To: Mr. R. H. Baldock
State Highway Engineer
O f f i c e

With reference to the incident this morning on the Joe Harland property on the line change being built from Rickreall to Dolph Corner by Babler Brothers, Contractors, advise that at Harland's access road, Station 787, there is about a 2½-foot fill. The contractor started to make the fill across the road, which ordinarily would have taken but a short time, and it was of the kind of material that you can drive over almost immediately after being smoothed up. There would have been no incident ordinarily because the delay would have been so slight.

On one side of the road they turned over some sod that was enough to stop a car for the time being. Likewise, the fill was too steep on the other side for a car to negotiate, but Harland would not let the contractor's grader smooth it out, evidently until he had had photographs made and the condition viewed by the Deputy Sheriff of Polk County and newspapermen. As soon as all this had taken place, the contractor rapidly completed the fill and will have the crossroad rocked by nightfall.

The contractor was also erecting fence. In order to erect the fence, they generally stretch a wire with which to line up the fence posts. The wire is placed on top of the ground but when I got there it had been removed, since the posts were all in. There was no attempt to fence across this road, as it is to be open in the final plan.

We have attempted to get the fence in as soon as possible so that the sheep can be confined to their pasturage, but for some inexplainable reason Harland cut this fence at Station 767+25, on both sides, which he repaired himself temporarily. We have not yet found his reason for cutting the fence.

It is, after all, rather a "tempest in a teapot". Certainly there

is no attempt to cut off Mr. Harland's road so that he can not use it, and ordinarily if he had just spoken to the workmen they would have smoothed out the approaches so he would have been delayed for but a short time.

J. D. Walker
Division Engineer

By Maurice N. Juve
Maurice N. Juve
Assistant Division Engineer

MNJ:AM

FORM [illegible] 50M REVISED 8-55

RECEIVED
FOR FILING

4568

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT

SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

May 28, 1956

The Honorable Walter C. Leth
State Senator
575 South Monmouth Street
Monmouth, Oregon

re: Joseph H. Harland
vs.
State Highway Commission
L-2409 - Case No. 13306

State Highway Commission
vs.
Joseph H. Harland, et ux
L-2541 R-24506 - Case No. 13557
Dolph Corner-Rickreall Section
Willamina-Salem Highway

Dear Mr. Leth:

Mr. R. L. Porter, Right of Way Engineer of the State Highway Department, advised me that you called upon him to inquire, among other things, about the authority, if any, the State Highway Comission has to deposit money in court in the condemnation proceeding in which the State is seeking to acquire property owned by Mr. Harland and required for right of way of the Willamina-Salem Highway, and why the State had not made a deposit in court in this particular condemnation case.

The provisions of ORS 291.462(6) directs the activites of the Secretary of State in drawing warrants as follows:

> "No claim shall be allowed and no warrant drawn unless services have actually been rendered, or goods, wares, merchandise or other articles have actually been delivered to or received by the State or its duly authorized agent."

By reason of this provision, the highway commission prior to the legislative session of 1953 was unable to secure warrants from the Secretary of State for deposit in court for the withdrawal by defendants in condemnation actions, because the State does not receive the goods or merchandise sought to be condemned until the entry of judgment, which judgment vests title in the State to the property. We found that in some instances the property owners suffered hardships by reason of inability to relocate or re-establish themselves when it was necessary for the State to take possession of the property for highway construction before entry of judgment and payment of the same. In an effort to correct certain deficiencies in our condemnation procedures, and to provide machinery whereby the State could make deposits in court to be withdrawn by defendants in condemnation actions, the highway commission prepared and submitted to the legislature in 1953, Senate Bill No. 25, having to do with revisions in our condemnation procedure, and Senate Bill No. 19 to authorize the Secretary of State to draw warrants for deposit in court prior to the entry of judgment in condemnation proceedings.

Senate Bill No. 25 provided, among other things, for the filing of a declaration of taking before the State enters into possession of property and for the deposit in court of a sum of money estimated by the State to be just compensation for the land taken. Upon the filing of such declaration and deposit in court, title to the property would thereupon vest in the State with the ultimate determination of the amount of compensation to be made by the jury in its verdict. This bill further provided that the State would not be required to pay interest from the date of taking physical possession of the property on so much of the just compensation as was deposited in court, and further provided for recovery by the State of any sums deposited in excess of the verdict rendered by the jury.

So as to authorize the Secretary of State to draw warrants for the making of such deposits in court, in light of the above quoted provisions of ORS 291.462(6), the highway commission prepared Senate Bill No. 19 which provided that whenever the highway commission commenced an action in condemnation and immediate possession of the property is deemed necessary by the commission, that the commission may certify to the Secretary of State such facts, together with an authorization for advancement out of state highway funds in the amount estimated by the commission to be just compensation for the real property, whereupon the Secretary of State shall immediately draw a warrant in favor of the clerk of the court where such action is commenced. This bill further provided that the court may distribute all or any part of such deposit to the person or persons entitled thereto upon such terms and conditions as may appear just and reasonable to the court. Thus, Senate Bill No. 19 was prepared as a companion measure to Senate Bill No. 25, with the machinery for the implementation of making deposits and for protection of the State's interest therein being a part of Senate Bill No. 25.

The 1953 Legislature failed to enact Senate Bill No. 25, however, it did enact Senate Bill No. 19, as now set forth in ORS 366.392 and 366.393 as follows:

> ORS 366.392 Advancement, out of highway fund, of compensation for property immediately possessed after commencement of condemnation proceeding. Whenever the State Highway Commission has commenced an action or proceeding for the condemnation of any real property, and immediate possession of said real property is deemed necessary by the commission, the commission may certify to the Secretary of State such facts, together with an authorization for advancement out of the State Highway Fund of the amount estimated by the commission to be just compensation for said real property. Upon receipt of such certificate and authorization from the State Highway Commission the Secretary of State

shall immediately draw a warrant in favor of the clerk of the court wherein said action or proceeding was commenced, in the amount authorized by said commission, to the use of the defendants in said action or proceeding. [1953 c.621 § 1]"

ORS 366.393 Court may distribute advance payments to persons entitled thereto. The court may distribute all or any part of such funds to the person or persons entitled thereto for or on account of the just compensation to be awarded in said action or proceeding, upon such terms and conditions as may appear just and reasonable. [1953 c.621 § 2]"

By the enactment of Senate Bill No. 19, without the enactment of Senate Bill No. 25, the highway commission has the naked authority to request the Secretary of State to issue a warrant for deposit of the amount of money certified by the commission, and probably by the enactment of this bill has the implied authority to make such deposits; however, there are no statutory safeguards that insure the State not being assessed interest upon the total amount of the verdict, even though a portion or all of the same is deposited in court (the defendants may or may not draw the money as they see fit), and there are no safeguards to protect the State and provide for the recovery of any portions of the deposit that is in excess of the verdict.

The State statutes, as they existed prior to the 1953 Legislative Session and as now in effect, authorize the State Highway Commission to take possession of property at any time after the commencement of a condemnation proceeding without depositing any money in court; however, the Supreme Court of the State of Oregon, in the case of the State Highway Commission v. Deal 191 Or. 661 (1951), held that the State must pay interest at the rate of 6% per annum upon the verdict awarded by the jury from the date the State takes physical possession of the property, thereby compensating the defendants for the period of time that they have lost possession of the property prior to the receipt of payment of the judgment.

Inasmuch as Senate Bill No. 25 was not enacted into law, the highway commission has followed the practice of making no deposit in court unless the defendants request that a deposit be made, and to the best of my recollection such deposits have always been made when the defendants have so requested unless the case would ordinarily be tried and judgment entered prior to the time the highway commission could meet and take the necessary action required by ORS 366.392 for the issuance of a warrant by the Secretary of State. There have been very few instances when the commission has been requested to deposit monies in court, and it is my personal opinion that in most cases the defendants would prefer to have the State pay

6% interest on the verdict rather than to receive the money in advance of the entry of judgment.

With respect to the condemnation cases of the State Highway Commission vs. Joseph H. Harland, no request has been submitted to my office for the State to deposit in court any money for withdrawal by Mr. Harland, nor has there been the slightest intimation by either Mr. Harland or his attorney that the defendants desire that such a deposit be made. I am confident that Mr. Harland's attorney, Mr. Walter Winslow, knows or should know of the above quoted statute that authorizes the issuance of a warrant by the Secretary of State for such purposes, and should Mr. Harland desire that a deposit be made, upon being so advised by his attorney, I will be pleased to present the matter to the commission at its next regularly scheduled meeting for their certification of the necessary facts to the Secretary of State for the issuance of a warrant. You, of course, realize that no purpose would be served in making a deposit in court if the defendants did not wish that such be done, for the money would merely be retained by the clerk of the court and would not be distributed to the defendants by the court.

Two condemnation cases against Joseph H. Harland are presently pending in the Circuit Court in Polk County, neither of which cases are at issue and ready for trial inasmuch as we are waiting for the filing of answers by the defendants. Mr. Harland's interest has been primarily directed to an injunction suit that he brought against the State Highway Commission to enjoin and restrain the State from acquiring or attempting to acquire any right of way for the Dolph Corner-Rickreall Section of the Willamina-Salem Highway, or attempting to construct the road, or from expending any highway funds of the State in connection therewith. This case was heard before Judge Dobson sitting in the Circuit Court in Polk County, and after the introduction of substantial testimony, the filing of voluminous briefs, and several arguments on both the law and the facts, Judge Dobson ruled in favor of the State by denying Mr. Harland's application for injunctive relief.

Mr. Harland has appealed from the decree in this injunction suit to the Supreme Court of the State of Oregon, and this case is now scheduled to be heard by the Supreme Court on June 6, 1936.

The purpose of the injunction suit, of course, is to prevent the highway commission from constructing the highway at all in the location selected by the commission, and Mr. Harland has directed his attention primarily to this end rather than matters concerning the condemnation cases. Your inquiry to Mr. Porter was the first information that has come to this office that Mr. Harland has any desire at all for deposit to be made in the court in the condemnation proceedings, which deposit we will arrange for if we are advised by his attorney that such is desired.

If I can be of any further service to you in this matter, please advise.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE/bdr
cc: Mr. Joe Rogers
State Representative
Route 1, Box 327
Independence, Oregon

cc: Mr. R. L. May, Jr.
cc: Mr. R. L. Porter

RECEIVED
MAY 28 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 19 1956
FOR FILING

AGENDA
JUN 4 1956
18-5

18-5

FORM 830—12½M—8-55—26200

F-2274
4568

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1956

SUBJECT: AGENDA ITEM FOR JUNE 4 & 5 MEETING
File No. 24506 - Harland
Dolph Corner-Rickreall Section
Willamina-Salem Highway
Polk County

To: Mr. H. B. Glaisyer
Secretary
O F F I C E

L

Will you please place on the next agenda the matter of securing Highway Commission approval to reimburse the Pacific Power and Light Company for rearranging a power line lead to the Harland and Fleming properties.

The power company will bill us on an actual cost basis, and their estimated cost for the work is $146.87.

R. L. Porter

R. L. PORTER
Right of Way Engineer

RLP:smj

R. E.

RECEIVED
FORM E-120 80M REVISED 2-55
JUN 5 - 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

May 23, 1956

NOTED
W. C. WILLIAMS

Pacific Power and Light Company
Public Service Building
Portland 4, Oregon

Re: File No. 24506 - Harland
Dolph Corner-Rickreall Section
Willamina-Salem Highway
Polk County

Attention: A. H. Frael

Gentlemen:

This is to acknowledge your letter of May 17, and which concerns the rearrangement of a power line on the N½ of the N½ of the NW¼ of Section 25, T 7 S., R. 5 W., W.M., Polk County, Oregon.

This is your authority to bill the Oregon State Highway Department for the actual cost of the complete job as outlined in your letter.

Very truly yours,

C. W. ENFIELD

By:
R. L. Porter
Right of Way Engineer

RLP:amj

cc - W. C. Williams
Forrest Cooper
J. D. Walker

RECEIVED
MAY 24 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 22 1956
FOR FILING

PACIFIC POWER & LIGHT COMPANY

PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON

May 17, 1956

F-325(1)
4568

NOTED
W. C. WILLIAMS

Oregon State Highway Department
Salem, Oregon

Attention: Mr. R. H. Baldock
State Highway Engineer

Gentlemen:

This concerns the removal of an existing power pole located on the new right of way for the proposed Coast Highway in the N½ of the N½ of the NW¼ of Section 25, T 7 S, R 5 W, W.M., Polk County, Oregon. Pacific Power & Light Company was requested by the Resident Engineer to remove the power pole from the new highway right of way in order to be out of the way of highway construction.

As the pole is now located on private right of way, we request that Pacific be reimbursed for the expense of its removal.

The enclosed prints show the location of the existing pole to be removed and the proposed location of the new pole to be set. The work to be done is as follows:

1. Remove two 40-ft. poles, crossarms and appurtenances.

2. Set one 40-ft. pole, install one crossarm and appurtenances and transfer present conductors to the new pole.

Charges will be made for the installation of the new pole, plus the cost of removing the two existing poles and transferring the existing conductors. Credit will be given for the salvage value of the new material.

The estimated expense of doing the work is $146.87, however, the billing will be made on the actual cost of the completed job.

Will you kindly send to us a letter authorizing Pacific Power & Light Company to bill the Oregon State Highway Department for the actual expense of removing said power pole.

Yours very truly,

A. H. Prael
Right of Way Agent

AHP:me
Encs.

Original to Enfield
Please handle. This is on Rickreall - Dallas Corner & Dallas - Williamina Section of Highway

RECEIVED
MAY 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

N

NEW COAST HIGHWAY

JOE HARLAND PRIVATE ROAD

H. FLEMING LINE

23 24
26 25

T. 7 S., R. 5 W. W. M.

12 KV

NOTE:

1. ↓ Denotes pole removal.
2. ○ " existing pole.
3. X " proposed or new pole.

PACIFIC POWER & LIGHT COMPANY
PROPOSED
ELECTRIC DISTRIBUTION LINE
REVISION

POLK COUNTY, OREGON
SCALE: 1" = 400' MAY, 1956

N.C.N. 5/14/56

FILE NO. 5427

FORM E-123 50M REVISED 3-52

RECEIVED
MAY 21 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

1 22 1
4568

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

May 17, 1956

Pacific Telephone & Telegraph Company

Salem, Oregon

NOTED
W. C. WILLIAMS

Gentlemen:

Re: Moving Telephone Poles
Dolph Corner-Rickreall
Section Willamina-Salem
Highway.

Advice has been received to the effect that there are two of your telephone poles at Engineer's Station 787 and one telephone pole at Engineer's Station 824+50 of the Dolph Corner-Rickreall Section of the Willamina-Salem Highway which necessarily must be moved in order to permit construction of the highway project.

This letter is to request that you move the poles to new locations within the highway right of way approved by the Engineers of the State Highway Commission. Reimbursement will be made to you for the necessary and proper expense of moving the poles, lines and fixtures, but payment will not be made for any changes, additions or improvements which are not made essential by the moving of the facilities. It is suggested that you contact Mr. Art Duffy, Resident Engineer for the Commission at Salem for information as to the new location of your poles, wires and facilities.

Thanking you for your cooperation and assistance, I am

Yours very truly,

C. W. ENFIELD
Chief Counsel

By
R. L. MAY, JR.
Assistant Counsel

RLM:FRC

cc- Mr. W. C. Williams
Mr. Forrest Cooper
Mr. J. D. Walker
Mr. C. H. Maison
Mr. Art Duffy,
Resident Engineer

RECEIVED
MAY 17 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 22 1956
FOR FILING

REFERRED TO (E-22.1) INTER-DEPARTMENT CORRESPONDENCE
Enfield
BY DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

Salem, Oregon
May 17, 1956

Please request Company to raise Line

SUBJECT: Dolph Corner-Rickreall Sec.
Willamina-Salem Hwy.
Contract No. 4568

To: Mr. W. C. Williams
Deputy State Highway Engineer

Office

NOTED
W. C. WILLIAMS

I am forwarding you through the regular channels Order for State Force Work covering the raising of a power line to obtain clearance, said power line being at Station 787+00 on the subject named section. The power company has this line on easement granted by the property owner. It is therefore our obligation to pay for raising this line.

I recommend that a letter be sent to the power company instructing them to raise the line and assuring them that we will bear the cost of doing this work. The power company involved is the Pacific Power and Light Company, R. C. Sanderlin, Assistant Line Superintendent, Dallas, Oregon.

L. H. Young
Ass't Construction Engineer

LHY:ep

RECEIVED
MAY 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 15 1956
FOR FILING

F-325(1)
4568

May 15, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 8, 1956, on Contract No. 4568, Dolph Corner-Riekreall Section, in Polk County, in connection with Federal Aid Project No. F-325(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DHP:ia

RECEIVED
MAY 22 1956
FOR FILING

RECEIVED
MAY 11 1956
LEGAL DEPT.

NOTED
W. C. WILLIAMS

FORM E30—SOH—1-55—62964
F-3:F(1)
4525

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1956

SUBJECT: Dolph Corner-Rickreall Section
Willamina-Salem Highway

To:
Mr. W. C. Williams
Deputy State Highway Engineer

OFFICE

PLEASE RETURN TO
W. C. WILLIAMS

I am forwarding through regular channels a State Force Order for the moving of telephone facilities at Station 787 and Station 824+50 on the subject named job. These facilities are on private land and are covered by easements from the respective property owners. It is, therefore, our obligation to move the poles at our expense.

I recommend that a letter be addressed to the Pacific Telephone and Telegraph Company instructing them to move the poles and advising that they will be reimbursed for doing this work.

L. H. Young
Ass't Construction Engineer

LHY:ep

RECEIVED
MAY 11 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 13 1956
FOR FILING

F-3

45.5

STATE HIGHWAY COMMISSION MEETING

Delegation ~~Judge O. E. Effenberger~~, Tillamook Co., rematters pertaining to Boyer-Dolph Cutoff

Date April 27, 1956

Time 11:15 a.m.

	Name	City or Town	Capacity
1.	Judge O. E. Effenberger, spokesman	Tillamook	Judge
2.	Judge R. E. Renne	Newberg	Co. Judge, Yamhill
	A. W. Youngberg	McMinnville	Yamhill Co. Comm.
	Chas. R. Newman	"	Yamhill Co. Comm.
6.	Wes. Schulmerich	Tillamook	Co. Comm. Tillamook Co.
	August Schollmeyer	"	" "
4.	Jack Munstedt	Tierra"Del Mar	Representing Tillamook Co.
3.	H. B. Hammell	Pac. City Woods Area	Pres. C of C.
5	W. B. Moberg	Cloverdale & Hebo	Delegate

Blvd. 4/27

AGENDA
APR 27 1956
D

March 13, 1956

Hon. O. E. Effenberger
County Judge
Tillamook County
Courthouse
Tillamook, Oregon

Dear Judge Effenberger:

This note is simply to confirm the appointment that I made for you yesterday to discuss with the State Highway Commission at its next meeting matters pertaining to the Boyer-Dolph Cut-off.

The next regular meeting of the Commission is scheduled to be held in Portland on Thursday and Friday, April 26 and 27. Delegations will be heard on the second day, Friday the 27th, on which day I have reserved for the convenience of your group fifteen minutes of time, starting at 11:15 a.m. This meeting of the Commission will be held in the Queens Room in the basement of the Imperial Hotel.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

11:15 AM.
April 27, 56

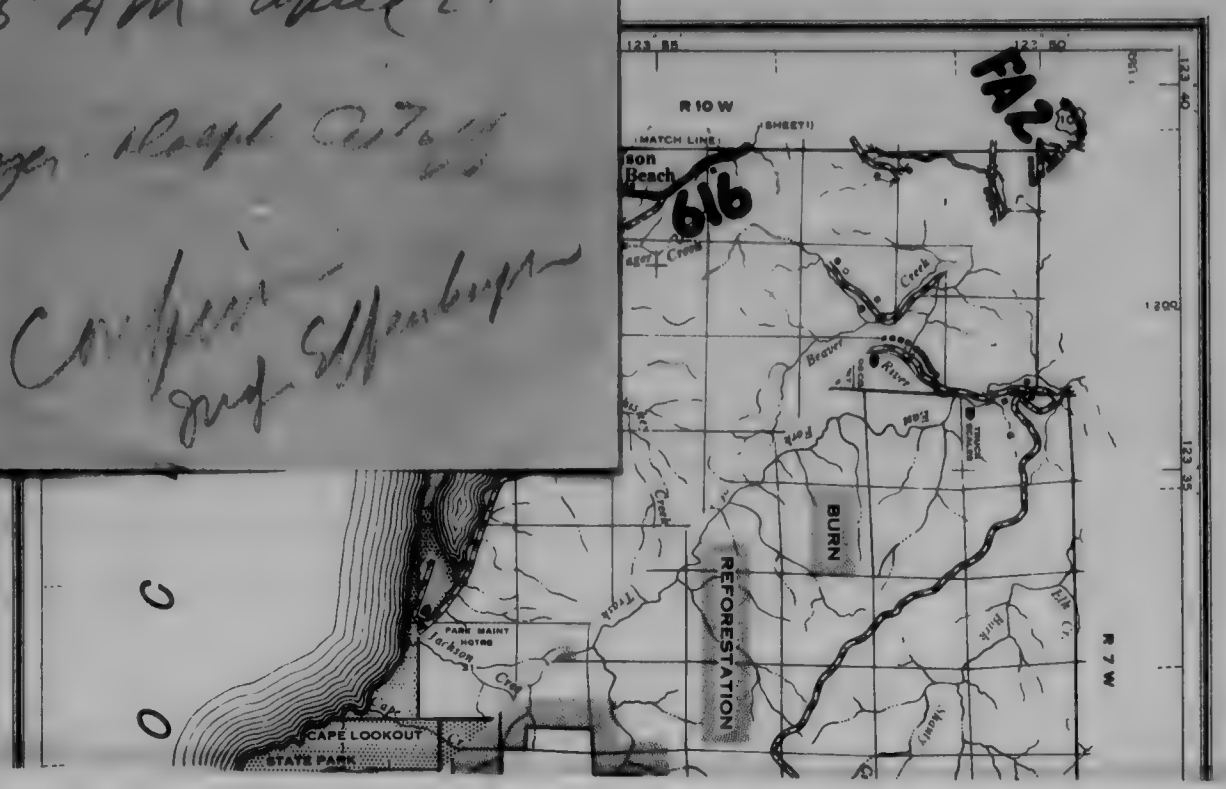
D

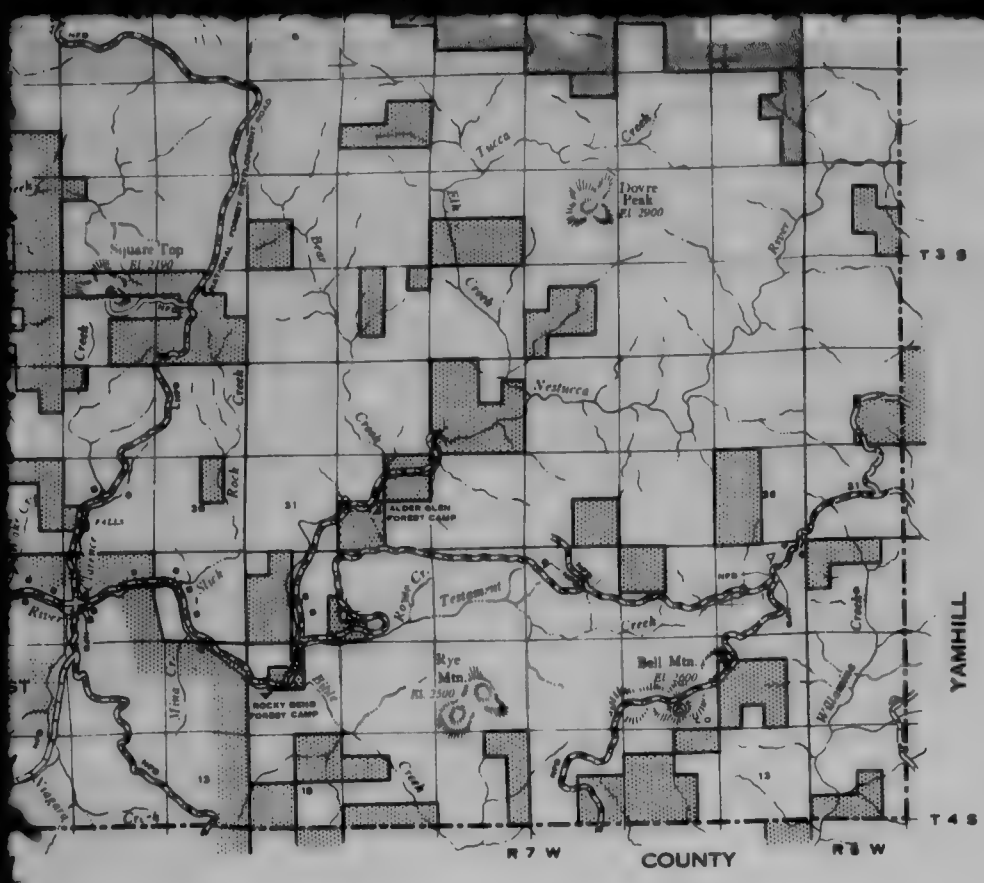
Tillamook County

11:15 AM April 27

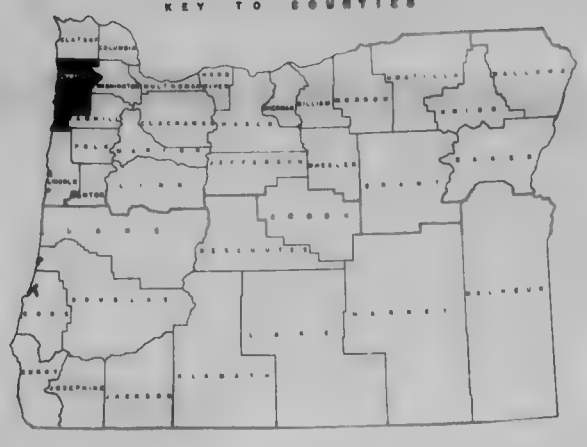
re Boyer Rept 0764

Certified
Jud Ellenburg





KEY TO COUNTIES



Population of Tillamook County, 1950 Census
18,606

LEGEND

- PUBLIC USAGE — PRIVATE ROAD
- PASSABLE ROAD
- UNIMPROVED ROAD
- IMPROVED ROAD
- GRADED AND DRAINED ROAD
- ALL SURFACED ROAD
- GRAVEL NOT GRADED OR DRAINED ROAD
- GRADED AND DRAINED ROAD
- ROAD, LOW TYPE
- ROAD, HIGH TYPE
- MULTIPLE LANE —— DIVIDED ROAD
- ONE WAY ROAD
- FEDERAL AID PRIMARY HIGHWAY
- FEDERAL AID SECONDARY HIGHWAY
- STATE ROUTE — US ROUTE
- DISTANCE BETWEEN POINTS
- MINOR STRUCTURE
- BRIDGE — GRADE SEPARATION
- BRIDGE, COVERED
- FERRY, FF-FREE TF-TOLL
- RAM
- RAM ROAD ON TOP
- RAM WITH LOCKS
- TUNNEL
- CATTLE UNDERPASS
- GATE
- INTERMITTENT STREAM
- STREAM
- RIVER, IN-NAVIGABLE
- DOCK, PIER, OR LANDING
- LAKE, POND, OR RESERVOIR
- DRAINAGE DITCH
- IRRIGATION DITCH
- PROMINENT MOUNTAIN, BUTTE, OR PEAK
- RAILROAD
- RAILROAD STATION
- RAILROAD GRADE CROSSING
- RAILROAD ABOVE ROAD
- RAILROAD BELOW ROAD
- AIR ROUTE
- AIRFIELD — AIRPORT
- LANDING AREA OR AIRSTRIP
- AIRFIELD, MILITARY

- SEAPLANE BASE CIVIL
- AIRWAYS LIGHT BEACON
- WEATHER OBSERVATION STATION
- STATE CAPITOL
- COUNTY SEAT
- CITY OR LOCALITY
- FARM UNIT
- DWELLING, OTHER THAN FARM
- GROUP OF DWELLINGS
- PUBLIC BUILDING, T-TOWNHALL G-GRANGE
- SCHOOL
- CHURCH
- CEMETERY
- FIRST AID STATION
- HOSPITAL
- RADIO STATION, WITH CALL LETTERS
- POST OFFICE OR (↑) ATOP ANY BUILDING
- BUSINESS ESTABLISHMENT
- FACTORY OR INDUSTRIAL PLANT
- SAWMILL
- GRAIN ELEVATOR
- WAREHOUSE
- STOCK LOADING PEN
- POWER PLANT-HEATING PLANT-PUMP HOUSE
- POWER SUBSTATION
- TRANSMISSION LINE
- WATER TANK — OIL TANK — GAS TANK
- DISPOSAL, D-DUMP S-SEWAGE I-INCINERATOR
- ROAD MATERIAL STOCK PILE SITE
- GRAVEL OR CINDER PIT — QUARRY
- MINE
- CAMP AREA OR LODGE
- PARK OR CLUB, SP-STATE MP-MUNICIPAL WP-WAYSIDE RC-RIFLE AP-ATHLETIC GC-GOLF YC-YACHT EC-EQUESTRIAN
- FAIRGROUNDS OR RACE TRACK
- DRIVE-IN THEATER
- MILITARY INSTALLATION
- FOREST RANGER STATION
- OBSERVATION OR LOOKOUT TOWER
- FISH HATCHERY
- BENCH MARK
- TRIANGULATION STATION

GENERAL HIGHWAY MAP
TILLAMOOK COUNTY
OREGON

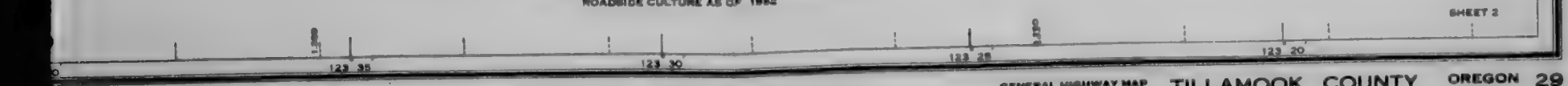
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE
0 1 2 3 4 Miles

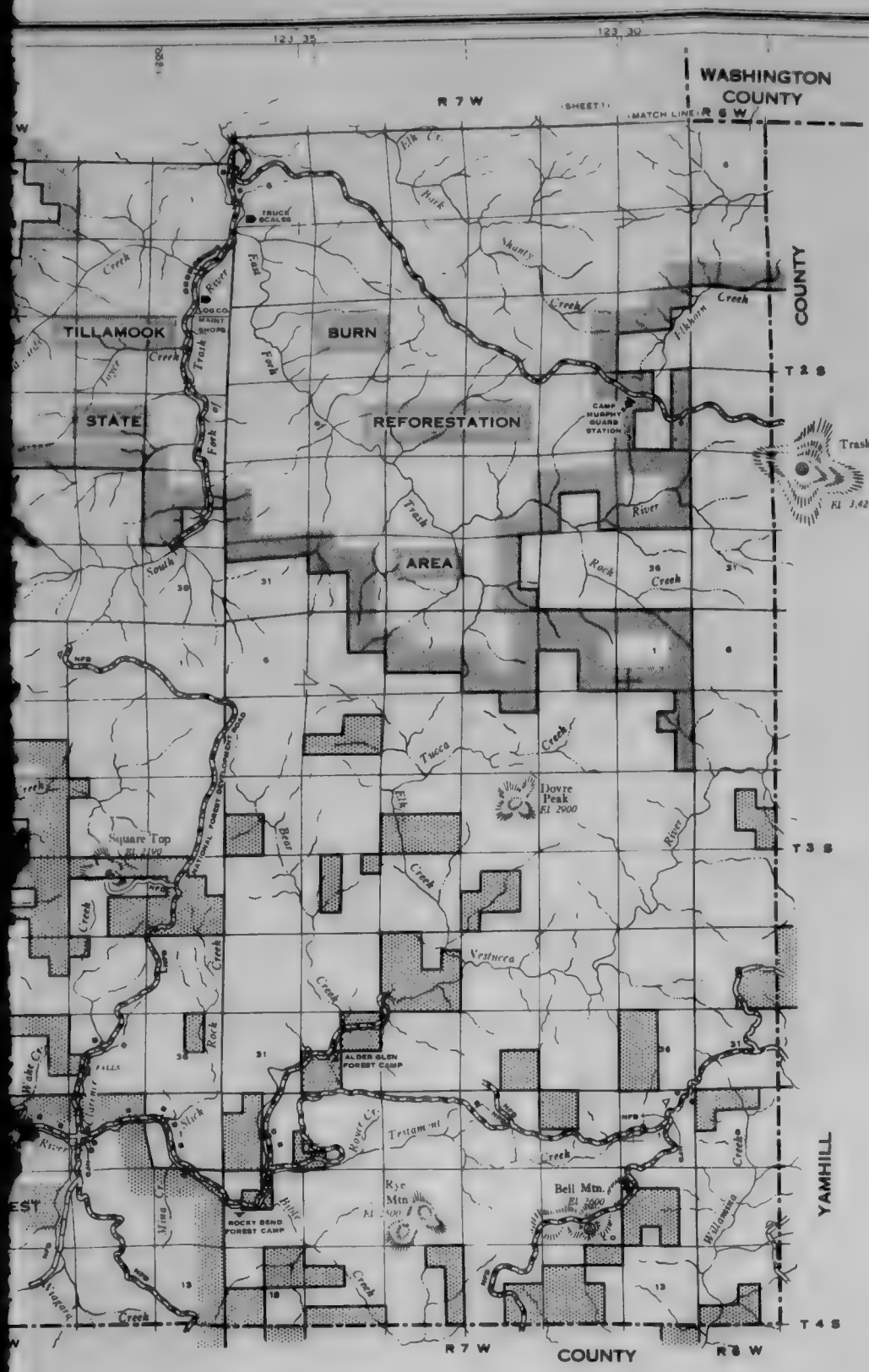
1954

Polyconic Projection
Plane Coordinates on Lambert Projection
Oregon North Zone in Thousands of Feet

SHEET 2 OF 2 MAP SHEETS AND 2 SUPPLEMENTAL SHEETS
SEE SUPPLEMENTAL SHEETS 2A FOR ENLARGED AREAS
ROADSIDE CULTURE AS OF 1952

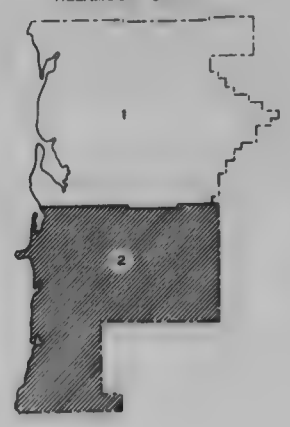


APPROVED AUG 9, 1954

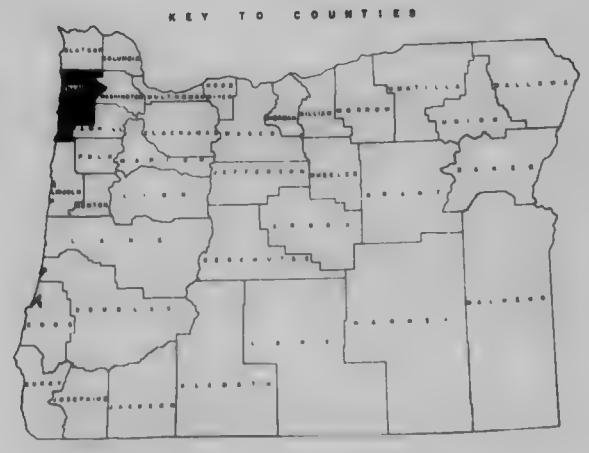


ARRANGEMENT OF SHEETS

TILLAMOOK COUNTY



KEY TO COUNTIES



Population of Tillamook County, 1950 Census

18,808

LEGEND

- PUBLIC USAGE — PRIVATE ROAD
- IMPASSABLE
- PRIMITIVE ROAD
- UNIMPROVED ROAD
- SHADED AND DRAINED ROAD
- DIRT SURFACED ROAD
- GRAVEL NOT GRADED OR DRAINED ROAD
- GRAVEL GRADED AND DRAINED ROAD
- PAVED ROAD, LOW TYPE
- PAVED ROAD, HIGH TYPE
- MULTIPLE LANE —— DIVIDED ROAD
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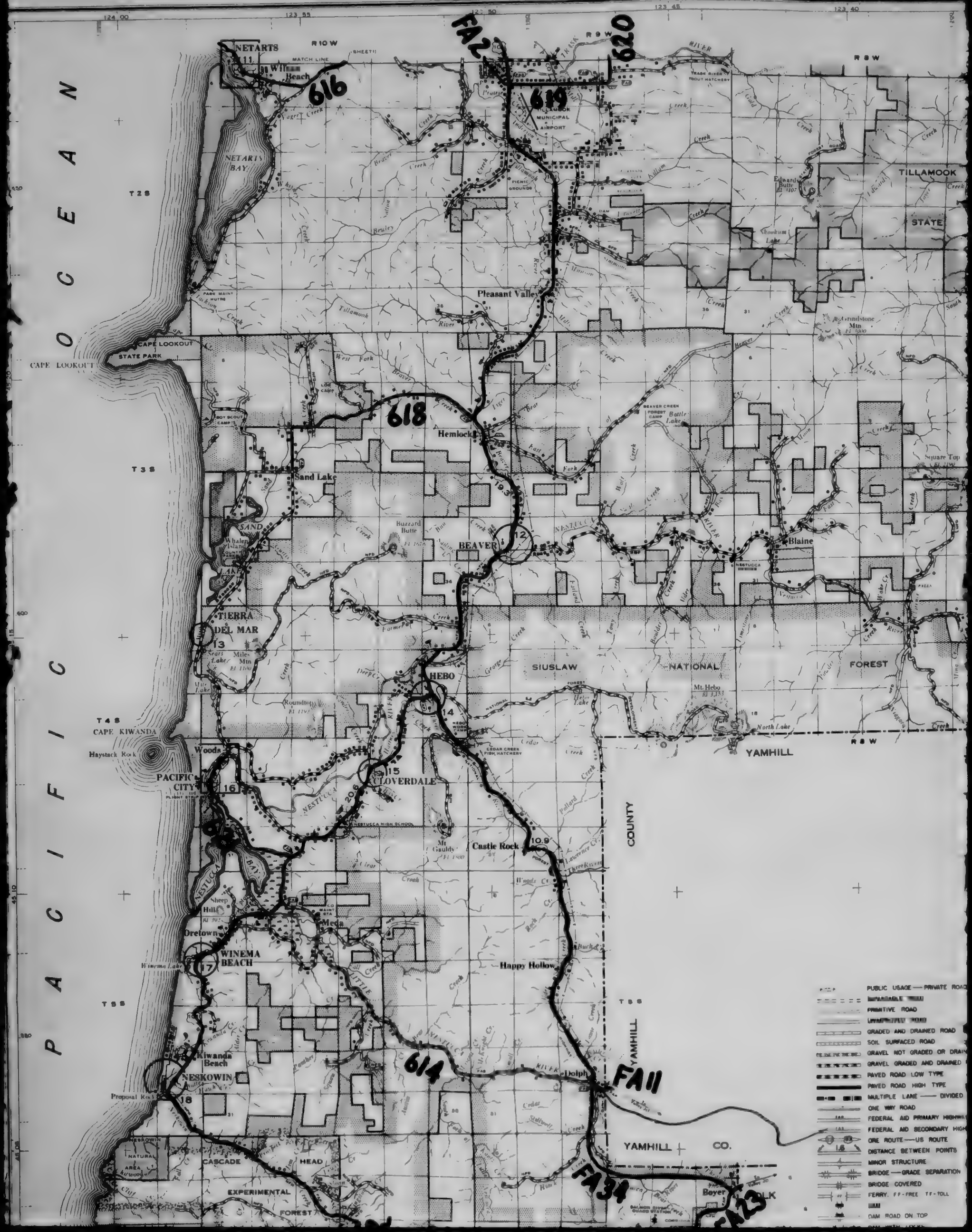
- FEDERAL AID PRIMARY HIGHWAY
- FEDERAL AID SECONDARY HIGHWAY
- TYPE ROUTE — US ROUTE
- DISTANCE BETWEEN POINTS
- MINOR STRUCTURE
- BRIDGE — GRADE SEPARATION
- BRIDGE COVERED

- SEAPLANE BASE CIVIL
- LIGHTED AIRWAY BEACON
- WEATHER OBSERVATION STATION
- STATE CAPITOL
- COUNTY SEAT
- CITY OR LOCALITY
- FARM UNIT
- DWELLING, OTHER THAN FARM
- GROUP OF DWELLINGS
- PUBLIC BUILDING, T-TOWNHALL G-GRANGE
- HOTEL
- SCHOOL
- CEMETERY
- FIRST AID STATION
- HOSPITAL
- RADIO STATION, WITH CALL LETTERS
- POST OFFICE OR (†) ATOP ANY BUILDING
- BUSINESS ESTABLISHMENT
- FACTORY OR INDUSTRIAL PLANT

GENERAL HIGHWAY MAP

TILLAMOOK COUNTY


FA2
620
616
619
618
614
FA11
FA34
FA13
OCEAN
PACIFIC
NETARTS
R10W
MATCH LINE (SHEET II)
Wilson Beach
NETARTS BAY
CAPE LOOKOUT STATE PARK
CAPE LOOKOUT
T2S
T3S
T4S
T5S
Pleasant Valley
Hemlock
Sand Lake
SAND Whalen Island
BEAVER
Buzzard Butte
TIERRA DEL MAR
HEBO
SIUSLAW NATIONAL FOREST
Mt. Hebo
CAPE KIWANDA
Haystack Rock
Woods
PACIFIC CITY
CLOVERDALE
Mt. Gauldy
Castle Rock
Meda
Oretown
WINEMA BEACH
Happy Hollow
Kiwanda Beach
NESKOWIN
Proposal Rock
CASCADE HEAD EXPERIMENTAL FOREST
Blaine
Boyer
Dolph
TILLAMOOK
STATE
Grindstone Mtn
Square Top
YAMHILL
R8W
COUNTY
YAMHILL CO.
TILLAMOOK MUNICIPAL AIRPORT
TILLAMOOK FOREST
Battle Lake
Beaver Creek Forest Camp
Cedar Creek Fish Hatchery
Nestucca High School
Nestucca River
Tillamook River
Wilson River
Trask River
Trask River Trout Hatchery
Nestucca Bay
Netarts Bay
Tillamook Bay
Wilson River Picnic Grounds
Tillamook Forest Camp
Boy Scout Camp
Sand Lake Recreation Area
Whalen Island County Park
Neskowin Natural Area
Cedar Creek Guard Station
Salmon River Guard Station
Sears Lake
Mills Lake
Round Lake
Winema Lake
Loon Lake
Lake Lytle
Lake Lytle Camp
Edwards Butte El. 1107
Grindstone Mtn El. 1600
Square Top El. 1700
Buzzard Butte El. 1620
Mt. Hebo El. 3358
Roundtop El. 1192
Sheep Hill El. 302
Miles Mtn El. 1110
Mt. Gauldy El. 1360
Haystack Rock
Proposal Rock
Kiwanda
Dolph
Meda
Oretown
Woods
Hebo
Cloverdale
Pleasant Valley
Hemlock
Sand Lake
Beaver
Blaine
Boyer
Castle Rock
Happy Hollow
Tillamook
Netarts
Neskowin
Pacific City
Winema Beach
Kiwanda Beach
Cascade Head Experimental Forest
Siuslaw National Forest
Tillamook State Forest
Yamhill County
Yamhill Co.
Tillamook Co.
Tillamook Municipal Airport
Tillamook Forest Road

CAPE LOOKOUT STATE PARK

CAPE LOOKOUT

Pleasant Valley

Hemlock

618

Sand Lake

SAND

Whalen Island

Buzzard Butte

BEAVER

Blaine

TIERRA DEL MAR

Sears Lake

Miles Mtn.

HEBO

SIUSLAW NATIONAL FOREST

Mt. Hebo

North Lake

YAMHILL

R 8 W

T 4 S

CAPE KIWANDA

Haystack Rock

Woods

PACIFIC CITY

CLOVERDALE

NESTUCCA

Castle Rock

COUNTY

Mt. Grandstone Mtn.

Meda

Oretown

WINEMA BEACH

Winema Lake

Happy Hollow

T 5 S

Kiwanda Beach

NESKOWIN

614

Dolph

FA11

YAMHILL

Proposal Rock

CASCADE HEAD

EXPERIMENTAL FOREST

YAMHILL CO.

FA34

FA23

Boyer

FA22

CASCADE HEAD

Three Rocks

LINCOLN

R 10 W

R 11 W

SALMON RIVER

R 9 W

COUNTY

PACIFIC OCEAN

PUBLIC USAGE — PRIVATE

PRIMITIVE ROAD

UNIMPROVED ROAD

GRADED AND DRAINED ROA

SOIL SURFACED ROAD

GRAVEL NOT GRADED OR

GRAVEL GRADED AND DRA

PAVED ROAD, LOW TYPE

PAVED ROAD HIGH TYPE

MULTIPLE LANE — DIV

ONE WAY ROAD

FEDERAL AID PRIMARY HI

FEDERAL AID SECONDARY

ORE ROUTE — US ROUTE

1.6 DISTANCE BETWEEN POINT

MINOR STRUCTURE

BRIDGE — GRADE SEPARAT

BRIDGE, COVERED

FERRY, FF-FREE TF-TO

DAM

DAM ROAD ON TOP

DAM WITH LOCKS

TUNNEL

CATTLE UNDERPASS

INTERMITTENT STREAM

STREAM

RIVER N-NAVIGABLE

DOCK PIER OR LANDIN

LAKE POND OR RESERVO

DRAINAGE DITCH

IRRIGATION DITCH

PROMINENT MOUNTAIN

RAILROAD

RAILROAD

RAILROAD GRADE CROSSI

RAILROAD ABOVE ROAD

RAILROAD

AIR ROUTE

AIRFIELD — AIRPORT

LANDING AREA OR AIRS

AIRFIELD, MILITARY

124 00 123 55 123 50 123 45 123 40

VALLEY JUNCTION

PROPOSED BOYER CUTOFF
FROM DOLPH TO BOYER
TILLAMOOK OREGON
SCALE 1" = ONE MILE

TILLAMOOK

MCMINVILLE

GRAND ROUND

YAMHILL CO

POLK CO

VALLEY J

NEW GRAND ROUND

POLK CO

PRO

TILLAMOOK McMINNVI

YAMHILL C

POLK CO

LINCOLN CO

POLK CO

BOYER

CUTOFF

BOYER

RIVER

SALMON

DOLPH

BOYER

DOLPH

PROPOSED BOYER
CUTOFF

BOYER

CUTO

RIVER

SALMON

TILLAMOOK CO

LINCOLN CO

F-325(1) Dolph Corner-Rickreall Sec. 1955
of the Willamina-Salem Hwy.
#4568 Folder #3

RECEIVED
FEB 21 1956
FOR FILING

325(1)
4568

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 23, 1956

W. C. WILLIAMS

SUBJECT: State of Oregon
vs.
David Perters, et al
Your File L-2418 R-18156
Dolph Corner-Rickreall Section
Willamina-Salem Highway

To: Mr. Ralph Wyckoff
Assistant Attorney
O f f i c e

Referring to your letter of February 20, the contractor, due to weather conditions has no definate plans as to when he will start operations.

We will arrange to let you know when the contractor expects to enter the property in sufficient time for you to give Mr. Peters his requested 10 days' notice.

Arthur Duffy
Resident Engineer.

AD:fe

CC- Mr. W. C. Williams
Mr. J. D. Walker

RECEIVED
FEB 23 1956
OFFICE OF
STATE HIGHWAY ENGINEER

annual maintenance and operation costs. The estimated annual benefits to the road users during the same thirty year period are $226,259 which represents a

RECEIVED
FEB 27 1956
FOR FILING
F-325(1)
45[illegible]5

ELMO SMITH
GOVERNOR

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

February 20, 1956

Mr. Robert E. Scharf, President
20 - 40 Club
Perrydale, Oregon

Dear Mr. Scharf:

I appreciate your courtesy in notifying me of the action taken by the Polk County 20-40 Club at their meeting of February 14.

I am assuming that you have also filed a copy of your resolution with the State Highway Commission, but in the event this has not been done, I am taking the liberty of bringing your communication to the attention of Mr. Baldock, State Highway Engineer, so that he may know of the opposition to the construction of the Rickreall-Dolph Corner road, as expressed in the resolution adopted by the 20-40 Club.

Sincerely yours,

Governor

NOTED
State Highway Engineer

ES:M
cc: Mr. R. H. Baldock

COPY

RECEIVED
FEB 24 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

33 road users during the same ...

14 February 1956.

Gov. Elmo E. Smith,
Salem, Oregon.

Dear Sir:

The following resolution was passed by the members of the Polk County 20-40 Club at their monthly meeting held February 14, 1956.

Resolved: That we are vigorously opposed to the construction of the so called Rickreall-Dolph Corner road and ask that you do your utmost to stop it's construction.

The proposed route is not in the interest of Polk County and will not serve the county's heavy stream of commercial and private traffic as other proposed routes would.

Sincerely yours,

Robert E. Schaaf

President 20-40 Club.

FEB 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 23 1956
FOR FILING

FORM E-30X—37,500—2-55—62967
F-325(1)
456

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 20, 1956

SUBJECT: State of Oregon
vs.
David Peters, et al.
Our File L-2418 R-18156
Dolph Corner-Rickreall Section
Willamina Salem Highway

To: Mr. Arthur Duffy
Resident Engineer
O F F I C E

NOTED
W. C. WILLIAMS

We have received a request from the owner of the Peters property on the Dolph Corner-Rickreall Section of the Willamina Salem Highway to be given 10 days' notice before we take possession of the property. We would appreciate very much if you could let us know when the contractor plans to need this property.

This request is made by Mr. Peters so that he will have an opportunity to remove his personal property from the right of way.

RALPH WYCKOFF

RW:amo

CC - Mr. W. C. Williams
Mr. J. D. Walker

RECEIVED
FEB 21 1956
OFFICE OF
STATE ENGINEER

33 road users during the same thirty year period are $226,259 which represents a

FOR FILING

Court Nov. 7, 55

F-3054

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF POLK

4565

JOSEPH H. HARLAND,

Plaintiff,

vs.

BEN R. CHANDLER, CHAS. H. REYNOLDS, and M. K. McIVER, constituting the STATE HIGHWAY COMMISSION,

Defendants.

W. C. WILLIAMS

No. 13306

ADDITIONAL MEMORANDUM REQUESTED BY THE COURT

TO: THE HONORABLE ALFRED P. DOBSON, JUDGE OF THE ABOVE-ENTITLED COURT.

At a supplemental hearing in the above matter before your Honor on October 31, 1955, the Court requested additional brief on certain matters. On November 3, last, we forwarded our brief covering all matters except "Benefit Quotient".

Herewith following is a short discussion of the "Benefit Quotient":

The method of explanation of the Benefit Quotient has been expressed in great detail in Bulletin No. 7 and in Mr. Williams' Condensed Resume in particular, which are Defendants' Exhibits "E" and "F" respectively. Mr. Cooper, the complainant's witness, does not dispute the competence of these data.

Expressed in the most simple language the improvement to the route BC will not materially shorten the line, reduce the time in transit, or reduce the hazard of operation for 3,800 vehicles per day. In contrast, the material reduction in distance of 2.65 miles, the reduction in time in transit, and hazard of operation for 800 vehicles per day on line AB, will bring about a benefit quotient of 8.24.

The benefit quotient of 8.24 is computed as follows: The estimated annual cost of construction, maintenance and operation equals $27,440. This is based upon the estimated cost of construction and interest divided by thirty (30) years which is the estimated life of the improvement plus the estimated annual maintenance and operation costs. The estimated annual benefits to the road users during the same thirty year period are $226,259 which represents a savings by distance reduction of $147,478, improved roadway surface $4,953, reduction in rise and fall $12,744, improved alignment $4,704, and savings in time

to vehicle occupants of $56,380 in accord with the details explained in Mr. Williams' Resume.

These benefits are savings to the road users in vehicle costs such as savings in motor fuel consumption, tire wear, vehicle depreciation, and the time savings to the vehicle occupants. In contrast to this, the annual cost of the line BC is $23,300, and the annual benefits are $29,620 based upon the same factors as outlined for line AB. This results in a benefit quotient of 1.27.

While there is 4.75 times as much traffic on line BC as on line AB, there are 6.5 times greater benefits on line AB in comparison with line BC. More specifically, on line AB on a vehicle trip basis there are 36 times greater savings than on line BC. This is obtained by dividing the benefits of 44.28 cents per vehicle per trip on line AB by the benefits of 1.22 cents per vehicle per trip for line BC. In other words, facts prove that the material savings to 800 vehicles is so much greater than the minor savings to 3,800 vehicles, that the building of line AB is paramount.

In accordance with the requests of the Court at the hearing in Portland on October 31, 1955, herewith following is a detailed explanation of the procedure in making an economic analysis.

The values used in the development of the benefit quotient for the AB line (Dolph Corner to Rickreall) which is defendants' Exhibit R are explained hereinafter by outlining in detail the various steps and computations for the analysis as developed in Technical Bulletin No. 7, entitled "The Economics of Highway Planning" by the Oregon State Highway Department (Def. Ex. E) and outlined in Mr. Williams' condensed Resume (Def. Ex. F).

Taking the Traffic Income form for AB we have an estimate of 800 vehicles per day that would use this line if it were completed and in operation today. These 800 vehicles multiplied by 365 days in a year give 292,000 vehicles per year on the AB line. Projecting this traffic ahead in order to obtain the average annual vehicle traffic for the next 30 years, we use a factor of 1.75. This is a projection factor based upon the increase of population, gasoline consumption, vehicle registrations and vehicle volume. Multiplying the 292,000 vehicles per year by the factor of 1.75, we obtain 511,000 vehicles per year which represents the projected average annual vehicle traffic for the next 30 years on the AB line.

Multiplying this 511,000 vehicles per year by the percentages of vehicle classification of 72.7 for passenger cars, 8.4 for light trucks, 7.3 for heavy trucks, 11.4 for trucks with semitrailer, and 0.2 for trucks with full trailers, we obtain a projected average annual vehicle classification of 371,497 passenger cars, 42,924 light trucks, 37,303 heavy trucks, 58,254 trucks with semitrailer, and 1,022 trucks with full trailer. The percentages for vehicle classification are obtained from manual traffic counts where the total vehicle traffic for a given period of time is tallied by vehicle types.

The column of values on average annual traffic projected tons, is obtained by multiplying the projected average annual vehicle traffic for each vehicle classification by the average weight in tons of the various vehicle classification. The various weights in tons for the different vehicle types are obtained from truck weight studies conducted by the highway department. This multiplication gives us an average annual projected tons of 650,120 for passenger cars, 88,939 for light trucks, 274,140 for heavy trucks, 1,396,290 for trucks with semitrailer, and 26,051 for trucks with full trailers. Adding these tons together we have 2,435,540 average annual tons for the 511,000

average annual vehicles on the AB line.

In order to arrive at the average annual vehicle miles and the average annual ton-miles during the life of the project we multiply the average annual projected vehicle traffic of 511,000 by 4.45 miles (the length of the proposed improvement) and obtain 2,273,950 average annual vehicle miles. Likewise we multiply the average annual projected tons by 4.45 miles and obtain 10,838,153 average annual ton miles.

The items at the bottom of the form listing the average weight of trucks in tons and all vehicles in tons is a division of average annual projected tons for total trucks and busses of 1,785,420 tons by the average annual projected traffic of 139,503. This gives 12.798 tons per truck as the average weight of trucks. Likewise the average annual projected tons for total all vehicles of 2,435,540 tons divided by the average annual projected traffic of 511,000 gives 4.766 tons per vehicle as the average weight of all vehicles. The percentage of truck traffic is the difference between the passenger car percentage of 72.7 per cent and 100.0 per cent, or the summation of the truck classification percentages. As previously mentioned, these percentages are obtained from manual classification counts made in or near the section of highway in question. An amortization period of 30 years is used in the economic analysis.

The Mileage Element Saving form for AB is the next form to be completed. The circled values of 23,496 and 37,488 immediately under the heading indicate the number of feet in the overall length of the proposed improvement and the existing route. These values will be referred to later. Under the section on "Distance", we have length in miles of 4.45 (this is shown as 4.43 on the map entered as Defendants' Exhibit A, but 4.45 was used in the economic analysis prior to the map being prepared) on the proposed improvement between points A and B and 7.10 on the existing highway between points A and B. The distance saving in miles is the difference between the length of the proposed improvement of 4.45 miles and the length of the existing highway of 7.10 miles. This gives a distance savings of 2.65 miles. The average annual traffic in tons of 2,435,540 is taken from the fourth colum of the previously completed Traffic Income form. This represents the average annual traffic in tons that will be diverted from the existing highway to the proposed improvement. It is this

traffic that will benefit from the improvements of the proposed construction. The annual traffic saving in ton miles is the average annual traffic in tons of 2,435,540 multiplied by the distance saving in miles of 2.65 miles for a total annual traffic saving of 6,454,181 ton miles. Putting this another way if this average annual traffic of 2,435,540 continued to travel on the existing highway we would multiply the average annual traffic of 2,435,540 by 7.10 miles and have an annual ton miles of 17,292,334. This same annual average traffic of 2,435,540 traveling over the proposed improvement of 4.45 miles gives an annual ton miles of 10,838,153. The difference between 17,292,334 annual ton miles and 10,838,153 ton miles gives 6,454,181 ton miles. The operation cost in dollars per ton mile is taken from figure 114, page 274, Technical Bulletin No. 7, The Economics of Highway Planning, Defendants' Exhibit A. This figure is a plotted graph showing the operating cost in cents per ton mile for various average truck weights, by per cent of truck traffic. This graph is explained on page 275 and 276 of Technical Bulletin No. 7. Returning to the cost in dollars per ton mile for the AB line we refer to the Traffic Income form to get the average weight of trucks of 12.798 tons or 25,596 pounds and 27.3 per cent of truck traffic. Finding the coordinates for these values of 25,596 pounds and 27.3 per cent of trucks on figure 114, we obtain an operating cost of 1.828 cents per ton mile. This value is increased by 25 per cent to compensate for increase cost today, thus multiplying the operating cost of 1.828 cents per ton mile by 1.25 gives an operating cost of 2.285 cents per ton mile or 0.02285 dollars per ton mile. This cost per ton mile of $0.02285 multiplied by the annual traffic saving of 6,454,181 ton miles gives an annual distance saving of $147,478 for the proposed AB line over the existing highway between points A and B.

The next section on the Mileage Element Saving form is "Surface". Roadway surfaces are grouped into four surface types as outlined on page 278 of Technical Report No. 7. The surface type is the average surface condition found throughout the section between two termini such as AB as in this particular study. The coefficient for each surface type is indicated on page 288 of Technical Bulletin No. 7 and an explanation of these coefficients are obtained from pages 277 through 288 of Technical Bulletin No. 7. These coefficients are an indication of the saving that would be obtained by a change from one surface

type to the other. Returning to the roadway surface type on the Mileage Element Saving form for the AB line, the proposed improvement is Type IV with a coefficient of 0.00 as shown on page 288, Technical Bulletin No. 7, and the existing highway between points A and B is Type IV-. This Type IV- indicates that the existing surface type is not as good as the proposed surface will be, but it is better than a Type III surface. A Type III surface has a coefficient of 0.03, therefore Type IV- is someplace between a coefficient of 0.00 for a surface Type IV and a coefficient of 0.03 for a surface Type III. A coefficient of 0.02 was used for the surface Type IV- in this analysis. The difference between the proposed roadway surface type coefficient of 0.00 and the existing roadway surface type coefficient of 0.02 gives a saving coefficient of 0.02. The average annual traffic of 10,838,153 ton miles is taken from Column 6 on the Traffic Income form. This represents the total annual average ton miles of travel on the proposed AB line during the 30-year life of the project. The saving in dollars per ton mile is obtained by multiplying the operating cost in dollars per ton mile of 0.02285 as obtained for line 5 under "Distance" by the saving coefficient of 0.02, line 2 under "Surface". This gives $0.0004570 per ton mile. Multiplying the average annual traffic of 10,838,153 ton miles by the saving of $0.0004570 per ton mile gives the annual saving of $4,953 that will be realized on the proposed AB line compared with the present highway between points A and B through improved roadway surface.

The next sections on the Mileage Element Saving formare "Rise and Fall", and "Gradient". These two sections are closely related and have been combined under present analysis procedure. In working these two sections together, the method of analysis has been changed from the outline as given in Technical Bulletin No. 7, but the end results are comparable.

Under the section of "Rise and Fall" on the Mileage Element Saving form there are 190 feet of rise and fall on the proposed AB line and 1,074 feet of rise and fall on the existing highway between points A and B. These values are determined from the changes in elevation as taken from construction profiles or United States Geological Survey Maps showing elevation contour lines. The next line of saving in feet is not used in the present method of analysis, so

it is left blank. The line "saving in foot tons" is changed to "foot tons" and is obtained by multiplying the rise and fall of the proposed improvement and existing highway by the average annual traffic of 2,435,540 tons as taken from column 4 of the Traffic Income form. As mentioned previously under the section on "Distance", this is the traffic that will benefit from the proposed construction. Multiplying the average annual traffic of 2,435,540 tons by 190 feet of rise and fall on the proposed line AB gives 462,752,600 foot tons. The 2,435,540 tons times 1,074 feet of rise and fall on the present highway gives 2,615,769,960 foot tons.

At this point it is necessary to determine the per cent of gradient for the proposed improvement on the AB line and the existing highway between points A and B. This is accomplished by dividing the rise and fall in feet for each route by the total length in feet for each route. The values for the proposed AB line of 190 feet feet rise and fall divided by 23,496 feet (the number of feet in 4.45 miles and indicated with a circle immediately under the page headings on the Mileage Element Saving form) gives 0.81 per cent grade. This value is entered in the "Gradient" section under the new route column. Dividing 1,074 feet rise and fall on the existing highway by the 37,488 feet (7.10 miles) between points A and B by the existing highway, gives 2.86 per cent grade and this is entered in the "Gradient" section under existing route. These are the only entries in the "Gradient" section. All other spaces are left blank.

The fourth line under the "Rise and Fall" section is the cost in dollars per foot-ton and not the savings in dollars per foot-ton as shown. The cost in dollar per foot-ton is computed separately for trucks and passenger cars and then combined as a composite cost in dollar per foot-ton for all vehicles using the section of highway. The cost in dollars per foot-ton for passenger cars is 3.72×10^{-6} as developed on page 295 of Technical Bulletin No. 7. The cost in dollars per foot-ton for trucks is obtained from Figure 123, page 297, of Technical Bulletin No. 7. From the Traffic Income form the average weight of the trucks is 12.798 tons or 25,596 pounds. The gradient of the proposed line AB is 0.81 per cent as shown under the "Gradient" section. The coordinates of these two items on Figure 123 gives a truck cost in dollars per foot-ton of 2.32×10^{-6}. The traffic on the proposed line AB is composed of 72.7 per cent

passenger cars and 27.3 per cent trucks as shown on the Traffic Income form. The composite cost in dollars per foot-ton is found by adjusting the cost for passenger cars and trucks by the portion that each type is to the total traffic as shown on page 298 of Technical Bulletin No. 7. The cost of $3.72X10^{-6}$ dollars per foot-ton for passenger cars multiplied by 72.7 per cent gives 2.704 dollars per foot-ton, the portion of the cost contributed by them. The portion of the cost contributed by trucks is the cost of $2.32X10^{-6}$ multiplied by 27.3 per cent for a cost of $0.633X10^{-6}$ dollars per foot-ton. The combined cost is the sum of the two or $3.337X10^{-6}$ dollars per foot-ton. This is increased by 25 per cent to adjust for the increased costs of today. The adjustment gives a cost of $4.17X10^{-6}$ or 0.00000417 dollars per foot-ton on the proposed line AB. The composite cost for the present highway between points A and B is determined using the same procedures as outlined above. This cost is $5.61X10^{-6}$ or 0.00000561 dollars per foot-ton.

Line 5 under the "Rise and Fall" section is not annual saving but the annual cost. This value for the proposed AB line is the foot-tons of 462,752,600 multiplied by the cost in dollars per foot-tons of $4.17X10^{-6}$ giving an annual cost of $1,930 for the proposed AB line. Likewise the foot-tons of 2,615,769,960 multiplied by the cost in dollars per foot-ton of $5.61X10^{-6}$ gives an annual cost of $14,674 for the existing highway between points A and B. The differences between the cost of $14,674 on the existing highway between points A and B and the cost of $1,930 on the proposed AB line gives a total saving of $12,744 due to the reduction of rise and fall on the proposed AB line.

The next section on the Mileage Element Saving form is "Alignment". A curve for determination of alignment point rating has been constructed (not shown in Technical Bulletin No. 7) with a tangent section having a rating of ten points and the poorest possible alignment having a zero rating. This chart has the degrees of central angle per mile plotted as the ordinates and the alignment point rating as the abscissas. From this chart it is possible to establish curvature point ratings. The total degrees of central angles on the proposed AB line is divided by the length in miles of 4.45 miles to give the degree of central angle per mile. This value thus obtained is found on the chart to establish the curvature point rating. This gave a value of 8.70 on the

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proposed AB line. In a like manner the total degrees of central angle on the existing highway between points A and B are divided by the total length in miles of 7.10 miles to give the degrees of central angle per mile on the existing highway between points A and B. This value thus obtained is found on the chart to establish the curvature point rating of 4.36 for the existing highway between points A and B. The difference between the curvature ratings gives the points of improvement. In this case there is a 8.70 rating on the proposed AB line and 4.36 rating on the existing highway between points A and B giving 4.34 points of improvement. The saving in point-ton-miles is the ton mile value of 10,838,153, as shown in column 6 of the Traffic Income form, multiplied by the points of improvement of 4.34. This gives a saving of 47,037,584 point-ton-miles. The value for improvements in alignment is 0.0001 dollars per point-ton-mile. This value is explained on page 304, Technical Bulletin No. 7. The annual savings for alignment improvement is obtained by multiplying the savings of 47,037,584 point-ton-miles by the saving of 0.0001 dollar per point-ton-mile and such multiplication amounts to $4,704 annual saving.

The summation of the Distance saving of $147,478, Surface saving of $4,953, Rise and Fall saving of $12,744, and Alignment saving of $4,704 gives the total annual mileage element savings of $169,879.

The Time Element Saving form is next to be completed. The average annual traffic volume is taken from column 3 of the Traffic Income form. This gives 371,497 passenger cars, 42,924 light trucks and the remaining trucks (heavy, semi and full) are totaled together for 96,579 heavy trucks, the total average annual traffic is 511,000.

The average speed in miles per hour for the various classifications of traffic such as passenger cars, light trucks, and heavy trucks on the proposed AB line is obtained from speed checks made by the highway department on similar types of roads. The average speed for the existing highway is obtained from speed checks made by the highway department, speed zones, and observed driving time. Average speeds are used in order to give a balanced weight to the total traffic. The estimated average speed on the proposed AB line for passenger cars and light trucks is 50 miles per hour, and for the heavy truck classification, it is 45 miles per hour. On the existing highway between points A and B,

the estimated average speed for passenger cars and light trucks is 43 miles per hour, and for the heavy truck classification, it is 38 miles per hour. The distance in miles is the overall length of the section in question. For the proposed AB line, the distance is 4.45 miles and on the existing highway between points A and B, the distance is 7.10 miles. The time in hours per trip is the average time required to travel from point A to point B. On the proposed AB line for passenger cars, the distance of 4.45 miles divided by the average speed of 50 miles per hour gives a travel time of 0.089 hours per trip. Likewise on the existing highway between points A and B for passenger cars, the distance of 7.10 miles divided by the average speed of 43 miles per hour gives a travel time of 0.165 hours per trip. The difference between the travel time in hours per trip for the proposed AB line as against the travel time in hours per trip for the existing highway between points A and B gives the time savings per vehicle. For passenger cars, the travel time of 0.089 hours per trip on the proposed AB line subtracted from the travel time of 0.165 hours per trip on the existing highway between points A and B gives a time saving of 0.076 hours per vehicle trip.

Inasmuch as the average speed for light trucks is the same as passenger cars, the time in hours per trip will be the same for light trucks as for passenger cars. The difference between the time of 0.089 hours per trip on the proposed AB line and the time of 0.165 hours per trip on the existing highway between points A and B gives a time savings per vehicle of 0.076 hours per vehicle trip.

For heavy trucks on the proposed AB line, the distance of 4.45 miles divided by the average speed of 45 miles per hour gives a travel time of 0.099 hours per trip. Likewise on the existing highway between points A and B for heavy trucks, the distance of 7.10 miles divided by the average speed of 38 miles per hour gives a travel time of 0.187 hours per trip. The difference between the travel time of 0.099 hours per trip on the proposed AB line and the travel time of 0.187 hours per trip on the existing highway between points A and B gives a time saving of 0.088 hours per vehicle trip for heavy trucks.

The value in dollars per vehicle hour for the various types of vehicles are outlined on page 322, Technical Bulletin No. 7. In order to be

the estimated average speed for passenger cars and light trucks is 43 miles per hour, and for the heavy truck classification, it is 38 miles per hour. The distance in miles is the overall length of the section in question. For the proposed AB line, the distance is 4.45 miles and on the existing highway between points A and B, the distance is 7.10 miles. The time in hours per trip is the average time required to travel from point A to point B. On the proposed AB line for passenger cars, the distance of 4.45 miles divided by the average speed of 50 miles per hour gives a travel time of 0.089 hours per trip. Likewise on the existing highway between points A and B for passenger cars, the distance of 7.10 miles divided by the average speed of 43 miles per hour gives a travel time of 0.165 hours per trip. The difference between the travel time in hours per trip for the proposed AB line as against the travel time in hours per trip for the existing highway between points A and B gives the time savings per vehicle. For passenger cars, the travel time of 0.089 hours per trip on the proposed AB line subtracted from the travel time of 0.165 hours per trip on the existing highway between points A and B gives a time saving of 0.076 hours per vehicle trip.

Inasmuch as the average speed for light trucks is the same as passenger cars, the time in hours per trip will be the same for light trucks as for passenger cars. The difference between the time of 0.089 hours per trip on the proposed AB line and the time of 0.165 hours per trip on the existing highway between points A and B gives a time savings per vehicle of 0.076 hours per vehicle trip.

For heavy trucks on the proposed AB line, the distance of 4.45 miles divided by the average speed of 45 miles per hour gives a travel time of 0.099 hours per trip. Likewise on the existing highway between points A and B for heavy trucks, the distance of 7.10 miles divided by the average speed of 38 miles per hour gives a travel time of 0.187 hours per trip. The difference between the travel time of 0.099 hours per trip on the proposed AB line and the travel time of 0.187 hours per trip on the existing highway between points A and B gives a time saving of 0.088 hours per vehicle trip for heavy trucks.

The value in dollars per vehicle hour for the various types of vehicles are outlined on page 322, Technical Bulletin No. 7. In order to be

more in line with todays prices, these values have been revised from the published values as follows:

Passenger cars	$1.05 per hour
Light trucks	$1.50 per hour
Heavy trucks	$2.57 per hour

The above-mentioned values are entered as the value of savings in dollars per vehicle hour for each vehicle classification, that is, 1.05 is the value of savings in dollars per vehicle hour for passenger cars, 1.50 is the value of savings in dollars per vehicle hour for light trucks, and 2.57 is the value of savings in dollars per vehicle hour for heavy trucks.

The average annual traffic volume for each vehicle classification is taken from the entries under annual traffic volume at the top of the Time Element Saving form, that is, 371,497 passenger cars per year, 42,924 light trucks per year, and 96,579 heavy trucks per year.

The total annual savings in dollars for each vehicle classification is obtained by multiplying the time savings per vehicle by the value of savings in dollars per vehicle hour and this result is multiplied by the annual traffic volume. Taking this formula and substituting the known values for passenger cars of 0.076 hours time saving per vehicle times $1.05 the value of savings in dollars per vehicle hour times 371,497 annual traffic volume gives $29,645 total time saving benefits for passenger cars using the proposed AB line. In a like manner the known values for light trucks of 0.076 hours time saving per vehicle times $1.50 the value of savings in dollars per vehicle hour times 42,924 annual traffic volume gives $4,893 total time saving benefits for light trucks using the proposed AB line. Likewise the known values for heavy trucks of 0.088 hours time savings per vehicle times $2.57 the value of savings in dollars per vehicle hour times 96,579 annual traffic volume gives $21,842 total time saving benefits for heavy trucks using the proposed AB line.

The summation of these benefits of $29,645 for passenger cars and $4,893 for light trucks, and $21,842 for heavy trucks gives a total annual time element savings of $56,380.

The "Traffic Benefits" form is completed next. This form is used to determine the portion of the motor vehicle user benefits that are attributable to fuel functions and non-fuel functions. This is explained in detail on pages

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324 to 327 of Technical Bulletin No. 7. The distribution of the benefits to the fuel and non-fuel functions is done by multiplying the individual benefits by the distribution factors given on page 327 of Technical Bulletin No. 7. The Mileage Element Factors and the Time Element Factors are taken from the mileage element savings form and the time element savings form respectively. The distance savings of $147,478 is distributed 38 per cent to fuel functions and 62 per cent to non-fuel functions or $56,042 and $91,436 respectively. The roadway surface savings of $4,953 is distributed 80 per cent or $3,962 to fuel function and 20 per cent or $991 to non-fuel function. The rise and fall savings of $12,744 is distributed entirely to fuel functions. The alignment savings of $4,704 is distributed equally to each function or $2,352 to each. The total mileage element savings of $169,879 are distributed as above to give $75,100 as fuel functions and $94,779 as non-fuel functions. The Time element savings of $56,380 are all assigned to the non-fuel function. The total fuel function benefits are $75,100 and the non-fuel function benefits are $94,779 from the mileage element savings and $56,380 from the time element savings for a total of $151,159. The total benefits to motor vehicle user are the sum of the fuel and non-fuel function benefits or $226,259.

The Annual Cost Calculations form is used to compute the annual capital cost, the annual maintenance costs and the additional operation costs.

Under Capital costs, the total construction costs and right of way costs for the proposed AB line are shown in the Gross Cost column. This value is multiplied by 0.0510 to give the annual capital cost. The value of 0.0510 is taken from page 390, Technical Bulletin No. 7 listing the average annual capital charges for various rates of interest. Taking the interest rate of 3 per cent for a 30-year amortization period for the proposed construction gives 0.0510. The capital cost of $475,000 times the amortization factor of 0.0510 gives an annual cost of $24,225 on the proposed AB line.

The maintenance costs on any project are broken down into four classifications as follows:

Roadway Surfaces
Roadbed, Shoulders and Right of Way
Structures
Miscellaneous General Maintenance

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A recapitulation of maintenance costs are given on page 85 of Technical Bulletin No. 7. The values as published have been revised for changes in today's costs in relation to costs at the time of publication. On the proposed AB line it is proposed to use asphaltic concrete pavement. The estimated annual maintenance cost for asphaltic concrete pavement is $300 per mile. The estimated annual maintenance cost for roadbed, shoulders and right of way is $200 per mile. There are no structures on the proposed AB line. The estimated annual cost for miscellaneous general maintenance is $100 per mile.

By multiplying each of these maintenance costs by the length of the proposed AB line, the net maintenance cost for each item will be obtained. The surface maintenance cost of $300 per mile multiplied by the length of 4.45 miles gives $1,335 net maintenance cost for surface on the proposed AB line. The roadbed, shoulders and right of way maintenance costs of $200 per mile multiplied by the length of 4.45 miles gives $890 net maintenance costs for roadbed, shoulders and right of way on the proposed AB line. The miscellaneous general maintenance costs of $100 per mile multiplied by the length of 4.45 miles gives $445 net maintenance costs for miscellaneous general maintenance on the proposed AB line.

The net maintenance costs are increased by 3-3/4 per cent for general administration and overhead expenses to give the gross maintenance costs for each item. Applying this adjustment gives $1,385 per year for road surface. $923 per year for roadbed, shoulders and right of way and $462 per year for miscellaneous general maintenance, for a total annual maintenance cost of $2,770. Annual operation costs which cannot be assigned to any specific highway section are approximately $100 per mile. This value of $100 times the length of 4.45 miles gives a total annual operation cost of $445 for the proposed AB line.

The total annual cost is the summation of the annual capital cost of $24,225, the annual maintenance cost of $2,770 and the annual operation cost of $445 or a total annual cost of $27,440.

The Work Sheet is the form to develop the benefit quotient Q_B. The annual cost C_n of $27,440 is obtained from the annual cost calculation form. The annual benefits from non-fuel functions B_n of $151,159 and the annual benefits from fuel functions B_f of $75,100 are obtained from the traffic benefits form. The benefit quotient for non-fuel functions Q_{Bn} is obtained by dividing B_n

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($151,159) by C_a ($27,440). This gives a benefit quotient from non-fuel functions of 5.509. The benefit quotient for fuel functions Q_{Bf} is obtained by dividing B_f ($75,100) by C_a ($27,440). This gives a benefit quotient from fuel functions of 2.737. The total benefit quotient Q_B is the sum of Q_{Bn} (5.509) and Q_{Bf} (2.737) or 8.246.

Thus we have worked out a detailed outline of the procedure as applied to line AB. Similarly the benefit quotient was arrived at for the other proposed routes.

At this point we feel obliged to again note to the attention of the Court:

I.

That much of the testimony of plaintiff in this record is irrelevant;

II.

That another timely motion will be made against the same;

III.

That defendants would not waive such right by their testimony in rebuttal of the irrelevant evidence in the record;

IV.

That should the Court find the route adopted by the Commission on May 26, 1955, not the proper route, the Court must then find for itself what route should be adopted;

V.

That should the Court find the benefit quotient inadequate and its use bad faith of the Highway Commission amounting to fraud upon the plaintiff, we respectfully suggest that the Court will be saying in effect:

(a) I do not agree with the engineering judgment of the Commission engineers and substitute therefor the engineering judgment of the Court.

(b) Matter that I find to be erroneous judgment are bad faith of the Highway Commissioners amounting to fraud upon the plaintiff Harland.

We remind the Court that where there are reasonable grounds for difference of opinion, we know of no decision that permits the Court to override the engineering know-how delegated by the legislature to public bodies.

Likewise to our knowledge there is no decision that permits the Courts to use what the Court might find as an error of engineering judgment as proof of

bad faith amounting to fraud.

We have not up to now read the latest brief of plaintiff but up to this writing plaintiff has not given the Court the benefit of such a decision, to say nothing of enough like rulings to form solid precedence. There are a wealth of decisions to the contrary. On page 14 of one of our prior briefs we have at random mentioned a very late case (1948) Gurdane, et al. vs. No. Wasco Co. P.U.D., 183 Or. 565, where the Court says at page 580:

> "The fact that the Court would have exercised the discretion in a different manner will not warrant it in interfering."

One more thought apropos, the benefit quotient. It is common knowledge that scientific and ofttimes complicated formulas form the backbone of hundreds of endeavors in many branches of the fields of chemistry, electricity, engineering, medicine and mathematics, to name a few. Moreover, the only evidence offered by plaintiff in rebuttal of the benefit quotient is that of witness Cooper. Mr. Cooper thinks the benefit quotient not at all a complicated formula. Bulletin 7 upon which the benefit quotient is based is considered by Mr. Cooper as a very fine work as is shown by his testimony. (See Transcript, page 276):

> "Q Have you had any particular -- have you taken any particular courses in the matter of arriving at benefit quotients?
>
> A No, I haven't. The benefit quotient computation is a specific mathematical computation based upon specific information, and I don't believe it would take any genius or any highly trained individual, any particular effort, a great deal of effort, to do a satisfactory chore at it. All you have to do is become acquainted like you would with any other new chore.
>
> Q In other words, use Bulletin 7?
>
> A That would be a fine guide. I think it is a commendable book. It doesn't need my commendation. Other people considered smarter than I have commended it."

We respectfully submit again, injunction should not lie.

DATED this 7th day of November, 1955.

Charles Peterson
Of Attorneys for Defendants.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF POLK

JOSEPH H. HARLAND,

Plaintiff,

vs.

BEN R. CHANDLER, CHAS. H. REYNOLDS, and M. K. McIVER, constituting the STATE HIGHWAY COMMISSION,

Defendants.

No. 13306

FURTHER MEMORANDUM REQUESTED BY THE COURT

Pursuant to the request of your Honor we are pleased to set out the procedure followed by the State Highway Commission in the above matter. Events as shown by the record of this suit will be set forth chronologically as follows:

1945 The Dallas area highway matter was really "triggered" for the first time by the December 11, 1945 Resolution of the Polk County Court asking for the construction of the 4.26 mile stretch of new highway from Dolph Corner to Rickreall. See Plaintiff's Exhibit I.

Thus there was then activity on this matter perhaps as much as preliminary surveys, as demonstrated by the testimony of Mr. Harland (Tr. 61) under questioning by Mr. Winslow as follows:

"Q. Now when did this project of going--this road start?
A. To the best of my knowledge it started back in the depression days, along in '32 or the early '30s.
Q. I don't think it is necessary for us to go back that far. Was it revived again along about 1951?
A. It was revived before '51. It was revived along in the early '40s."

1951 When funds became available in 1951 for this area the State Highway Commission then set about proceeding with the wishes of Polk County Court. By that time it appears the County Court was made up of different personnel than in 1945. Therefore the State Highway Commission on October 3, 1951, wrote a letter to the Polk County Court. Plaintiff's Exhibit 1 is that letter. There it is noted the Commission mentioned that the Dolph Corner-Rickreall segment had been selected for construction under

the Federal Aid Highway Act of 1950 providing Federal Aid Secondary funds.

The County Court was asked to advise the Commission "If the Polk County Court concurs in the selection of the above project." The County Court under date of October 23, 1951, acknowledged the Commission's letter of October 3, 1951. (Pl. Ex. 2). You will note by Pl. Ex. 2 that the County Court says:

> "We do not have the location of the road and although the Federal Aid Highway Act of 1950 does prescribe that the Counties shall concur in selection, we feel that this is a matter solely for the Highway Commission to act upon." (Underscore ours)

The County Court then in their letter request that money be first expended upon another highway in Polk County "between Fern's corner and Burn's corner on the King's Valley Highway upon which federal aid money was spent***". That the wishes of Polk County were fulfilled is shown by the evidence of Mr. Baldock (Tr. pages 144-145).

> "A Well, the project was placed on the program by the State Highway Commission on July 17, 1951. Subsequent to that date the County Court of Polk County was contacted with reference to the Federal aid requirement that it is necessary for this local subdivision of government to approve the projects selected on the federal secondary highway system, both the state roads and the county roads.
>
> That contact was made, and on October 23, 1951, the Polk County Court, acting through its--a letter signed by its county judge, advised that---"
>
> (see tr for interruption by W. C. Winslow)
>
> "They advised that they thought it was a matter for the Highway Commission itself to act upon but they would prefer that a project on the Dallas-Kings Valley secondary be placed on the program prior to the consideration of this project, and the State Highway Commission, in its endeavor to work with and in harmony with the county courts and local people, acquiesced."
>
> THE COURT: Pardon me, have you finished?
>
> "A I just want to say, they acquiesced to the request and on May 26, 1952, they transferred the funds set up from the Rickreall-Dolph corner job to the Fern Corner-Burns Corner job, which job was contracted on May 26, 1952--no, on August 19, 1952." (Underscore ours).

Thus it will be noted that the Commission went all out to acquiesce in the wishes of the people of Polk County---the available funds were expended according to the request of its County Court. The Court will note that the Federal Aid Secondary statute alluded to in the above exchange of letters is the very law (Sec 1(b) of the Federal Aid Highway Act of 1950) read into the record by this writer before your Honor on October 31, 1955.

The very one about which Mr. Winslow said was "the wrong statute" but which he, after lunch hour in the same hearing, himself read to your Honor (but not on the record, at your Honor's request to the reporter). Thus as the record clearly shows funds not being available the Dolph Corner-Rickreall matter perforce lay dormant.

Mr. Winslow asserts that it did not lay dormant, but that the Commission decided in 1951 to adopt the proposed route requested by the Polk County Court in 1945 (Pl. Ex. 1). As his basis for this claim he points to the testimony of Harland of a conversation Harland had with Commissioner Reynolds at the latter's place of business in Eastern Oregon and upon an exchange of letters between the two (Pl. Ex. 14, 15, 16 and 17). That these conversations and letters have no probity in this proceeding is admitted by all as shown by a casual reference to the record as follows:

> Transcript page 326:
> "MR. LINDAS: Now I want to make a couple of comments about some statements of Mr. Winslow made and then I want to summarize and I will stop, your Honor. The first thing is with respect to a letter from Reynolds back in 1951. Well, the Court well knows under the laws of our state and under the authorities granted to the Commission by code and the pronouncements by our Supreme Court, one commissioner cannot bind another commissioner;*****."
> THE COURT: I think the Court--I say, I think the Court can accept that without any discussion."
>
> Transcript page 330:
> "MR. W. C. WINSLOW: *****
> Now he refers to the Reynolds letter and he says Mr. Reynolds can't bind the Commission, NOR DO WE CONTEND THAT HE CAN, YOUR HONOR."(caps ours).

How, then, can it be said that the Highway Commission <u>adopted</u> the route back in 1951. There is absolutely nothing in the record of this suit showing that the Highway Commission adopted this route. True, in 1951 it notified the Polk County Court of its intention to adopt the route, and do it under the <u>Federal</u> Secondary Highway Aid act--as a FEDERAL secondary route. But this intention was dependant upon the assent of the Polk County Court. However, the Polk County Court while not dissenting to the selection, asked that the available funds be used on another project of its selection. (See Pl. own Ex. 2). The request was acquiesced in and the

available funds used accordingly. What then? Did the Commission then adopt the route and seek funds for its construction. It did not, for the funds were used elsewhere in Polk County. The matter thus lay dormant.

1953 As just mentioned, the Highway Commission did not adopt a route in 1951. It did not adopt a route in 1952. It did not adopt a route in 1953. It did not adopt a route in 1954. However, during the year of 1953 the Legislature enacted the following statute:

> ORS 366.256 "Willamina-Salem Highway. The Willamina-Salem Highway runs from a junction with the Salmon River Highway west of Willamina, easterly via Rickreall to a junction with the Pacific Highway East in Salem."

It thus appears that the Legislature had in mind a direct route from the State Capital at Salem to the Sea via the State Primary Salmon River Highway, and in so doing it of course left to the Commission the selection of the route. Let us note that the Legislature did, however, designate that from the Salmon River junction the route was to run EASTERLY. It is fair to assume that Mr. Harland was cognizant of the foregoing law.

Then what happened? Did the Commission adopt the segment from Dolph Corner to Rickreall about which Harland now complains? No. On December 10, 1953, it passed a resolution which is Pl. Ex. 5 in this suit. In conformance with the foregoing legislative enactment the Commission declared that the newly designated highway shall follow the route from the present junction of the then secondary Dallas-Coast Highway with the Salmon River Highway to a point southeasterly known as Dolph's Corner; that from Dolph's Corner the newly designated highway should run southeasterly to Rickreall; and from Rickreall the newly designated highway should follow the route of the existing primary Salem-Dallas Highway into Salem. Having thus outlined a general direct route from Salem to the Salmon River Highway the Commission then declared that the entire Willamina-Salem Highway to be a state primary highway--having thus created a direct route from the State Capital at Salem with the Oregon Coast. It will be noted that the resolution retained the classification of state primary to that section from Salem to Rickreall; that it originally

reclassified the section to be selected from Rickreall to Dolph Corner as a state primary highway; and that the segment from Dolph Corner to its junction with the Salmon River Highway was reclassified from a state secondary to a state primary. The entire route of the Willamina-Salem Highway, those portions existing, and that portion TO BE SELECTED and NEWLY CONSTRUCTED, were classified as a state primary. Let us remember that the Commission did not adopt and select the route of the new segment to be constructed between Rickreall and Dolph Corner.

Harland says that the Commission had no authority, or improperly, back in 1953, classified the route to be selected that would form that part of the newly designated Willamina-Salem Highway between Rickreall and Dolph Corner. It so happened that the route finally selected in 1955 lay across lands owned by Mr. Harland. He claims to have established by the evidence that the route had been selected in 1951. The evidence simply does not bear out his contention. Let us go on chronologically and see what happened next.

1954 Through the rest of 1953 and during the year of 1954 the matter again lay dormant of any action toward selection by the Commission of a route from Dolph Corner to Rickreall. Indeed it was not until the middle of the year 1955 that anything further was done in the matter.

1955 Thus further action on the project languished until April of 1955. Plaintiff introduced in evidence his exhibit No. 12. This is a letter of the Commission dated April 19, 1955, directed to Harland, inviting him to attend the next regular meeting of the Commission at Portland on May 25 and 26, 1955. The Court will expressly note that the communication states that the Commission at its regular meeting on April 13, 1955:

> "discussed briefly the proposed location of the Salem-Willamina Highway between Rickreall and Dolph Corner. The Commission deferred action in the matter until its next regular meeting which is scheduled to be held in Portland on Wednesday and Thursday, May 25 and 26, 1955."

The Court is further urged to note that Harland was invited to attend and

> "express your views on the subject."

This invitation to Harland further suggests that Harland call in others to

the meeting:

> "Should there be others in your vicinity who would like to be heard on the subject, it will be satisfactory for them also to be present, and they will be given an opportunity to express themselves."

Does this indicate any prior adoption of the route later selected?

Patently not.

The record before us next discloses plaintiff's exhibit No. 13, which is a letter from the Commission to Hollis S. Smith, Mayor of Dallas. It says in part as follows:

> "This note is simply to confirm the appointment that I made for you to discuss with the State Highway Commission at its next regular meeting <u>improvement of the Salem-Dallas Highway</u>." The next regular meeting of the Commission is scheduled to be held in Portland on Wednesday and Thursday, May 25 and 26, 1955. Delegations will be heard on the second day, Thursday, May 26, ***."

It appears from the foregoing request that the Mayor of Dallas desired to discuss improvement of the Salem-Dallas Highway as distinguished from the matter of Harland's complaint.

Harland's response to the Commission's invitation to the May 25-26, 1955 regular Commission meeting at Portland was to request that a meeting be held at Rickreall so that he would not have to journey to Portland. In this vein is the following undisputed testimony of Harland's own witness, Mr. Glaisyer:

> "I notified Mr. Harland by letter in conformity with the Commission's instructions and he replied that he didn't see why the hearing couldn't be held, a hearing couldn't be held in Rickreall or Dallas. I presented that letter to the Commission and they said, <u>as a matter of courtesy to Mr. Harland</u>, we would hold a hearing in Rickreall and asked me to make the arrangements, which I did." (Tr. 43).

And so it was, that on May 24, 1955, a hearing of the Commission was held at Rickreall. And what of this public meeting? It is reported in plaintiff's Exhibits No. 6 and No. 7. From Exhibit No. 6 we learn that present were about 85 people from Rickreall, Dallas and Salem. From Exhibit No. 7, which appears to be the minutes set down by the Secretary, we learn some interesting facts:

James Walton, Representative of Salem, says in part:

> "We do not want to tell you where to build the highway; that should be up to economic analysis that shows greatest return to the people."

Mr. Walton presented a petition signed by 3,320 people urging action by the Commission.

E. H. Thompson, President, Salem Chamber of Commerce, says in part:

> "Want to go on record as favoring route selected by Highway Commission at this time."

E. C. Kennedy, Vice President, North Santiam Chamber of Commerce says in part:

> "Have no particular interest in what route is selected but we urge action on the route to eliminate the bottleneck."

Mr. Francis, City of Salem, says in part:

> "They are not interested in the route or to tell you anything in that way." "City Council is interested in improvement of this highway."

Calvin Barnhart, County Judge, Polk County, advocated an improved highway from Salem to Dallas.

Harland, plaintiff in this action, of course opposed the route that would cross his property on the diagonal.

Winslow, his attorney, appeared also, apparently on behalf of Harland.

Ross Simpson, a resident at Dolph Corner recommended improvement of the present road.

And there you have it. A special public hearing at the specific request of Harland, and which meeting Harland now says was held in extreme bad faith so much so to be a fraud of the Commission upon him, because the Commission had already back in 1951 determined upon a route that traversed his lands. It is respectfully submitted that not one iota of proof of any official act of the Commission has so far been found in all of these exhibits disclosing the adoption of ANY ROUTE by the Commission up to this time in our narrative. (May 24, 1955).

But let us go on. The public meeting held at Rickreall is

interesting also from the standpoint of the Polk County people WHO APPARENTLY DID NOT ATTEND. We ask for example, "Where were the representatives of the following Polk County groups:

City of Dallas
Dallas Chamber of Commerce
Dallas Jr. Chamber of Commerce
Dallas Lions Club
Dallas Rotary Club

All of these organizations, and others from the area, were represented at the regular meeting of the Commission on May 26, 1955, at Portland, as will be discussed in more detail shortly.

On this point there arose at the Dallas trial before your Honor some evidence of whether or not Mayor Smith of Dallas had prior notice of the special public meeting held at Rickreall. Excerpts of evidence are as follows:

Mr. Glaisyer, witness for Harland on cross-examination:

"Q. With reference to Plaintiff's Exhibit 6, which were the minutes of the Commission meeting at Rickreall, I ask you, were you present at that meeting, Mr. Glaisyer?"
A. I was.
Q. Was the Mayor of Dallas present at that hearing?
A. He was not.
Q. Was he notified to be present, sir?
A. Yes, he was informed of the hearing."
(Tr. 39)

Redirect by Winslow:

"Q. You say the mayor was notified of the Rickreall hearing,*****do you know now how that was done?"
A. I just don't recall offhand whether it was by telephone or by letter, but I thought--I know I notified him and I thought perhaps that he could make the presentation to the Commission at Rickreall rather than to go this long distance to Portland, take the time to go to Portland."
(Tr. 41)

Hollis Smith, Mayor of Dallas, called as witness for Harland:

"Q. Now did you receive some notice from Mr. Glaisyer of the meeting at Rickreall?
A. Nothing by letter and I can't remember whether he called me or not."
Q. Did you attend the Rickreall meeting?
A. No, I did not.
Q. And did you attend this meeting, the appointment that was made there by that letter just received, Exhibit 13?
A. We attended the meeting in Portland.
Q. And did you present the matter as outlined in the transcript here on behalf of the City of Dallas and the other institutions?

A. Yes, we did.
Q. How many people went with you from Dallas, Mr. Smith?

****

A. I was accompanied by the president of the Chamber of Commerce, the city attorney, and Mrs. Marsters. There were four accompanying--three accompanying me."

Hollis Smith, on cross-examination:

"Q. Mr. Smith, prior to the meeting at Rickreall you knew of the time, place and date of that meeting, did you not?
A. Of the Rickreall meeting?
Q. Yes.
A. Yes, I knew of it."
(Tr. 51-54).

So, the Mayor of Dallas, and all those he represented at the regular Commission meeting in Portland on May 26, 1955, did not attend the special meeting in their own locale at Rickreall on May 24. Why? Some light on this aspect may be gleaned from testimony of Mr. Glaisyer: (As witness for Harland)

(Cross-examination)

"Q. Mr. Glaisyer, making reference to the delegation that appeared before the Commission on May the 26th as set out in Plaintiff's Exhibit 8, do you recall whether the Mayor of Dallas was present at that hearing?
A. Yes, he was there.
Q. Do you know of your own knowledge whether that was his sole reason for being present that day, sir?
A. I was informed that that was the sole reason that he was there.
Q. Do you know what purpose he was there for, sir?
A. To discuss the Salem-Dallas Highway.

***

Q. That was the Salem-Dallas Highway you were referring to, Mr. Glaisyer?
A. Yes.
Q. That was not the Dolph Corner-Rickreall section?
A. No, he told the Commission at that time that he was not interested in the Rickreall-Dolph Corner section."
(Tr. 39, 40)

Let us now glance at Plaintiff's Ex. 9 which are excerpts from minutes of the regular Commission meeting at Portland on May 26, 1955.

"The following people were present:
Mr. Hollis Smith, Mayor;
Mr. Otto B. Adolph, President, Chamber of Commerce;
Mr. Lynn McCulley, City Auditor; and
Mr. C. L. Marsters, City Attorney.
Mayor Smith acted as spokesman and introduced the other members of the delegation.
He presented a resolution adopted by the City Council of the City of Dallas, urging IMMEDIATE IMPROVEMENT OF THE SALEM-DALLAS HIGHWAY

and
CONSTRUCTION OF AN ACCESS ROAD FROM DALLAS
to the
DOLPH CORNER-RICKREALL SECTION WHEN THIS NEW
SECTION IS CONSTRUCTED.

He also presented
a resolution from the Dallas Chamber of Commerce,
a resolution from the Dallas Junior Chamber of Commerce,
a resolution from the Dallas Lions Club,
a resolution from the Dallas Rotary Club,
a letter from Gerlinger Carrier Co., and
a letter from the Willamette Valley Lumber Company,
ALL ENDORSING THESE SAME IMPROVEMENTS."

Three facts are thus abundantly clear:

First: That many influential people and groups were NOT interested in telling the Commission what route to select.

Second: That on the very record of this case Harland stands virtually alone in his claim that the route selected by his witness Cooper (not over his lands) is the best route.

Third: That the above-named groups obviously did not elect to attend the Rickreall meeting for the very reason that they had no desire to enter into the matter of which route should be adopted.

Mr. Winslow himself admits this last as is shown by his statement in the form of a question to Harland's OWN WITNESS, Glaisyer, on re-direct examination:

(On the subject of whether or not Glaisyer notified Hollis Smith of the Rickreall meeting).

WINSLOW:
"Q. Let me see if I can't refresh your recollection on it, Mr. Glaisyer. Isn't it a fact you called him and told him about the Rickreall hearing and HE TOLD YOU THAT SO FAR AS DALLAS AND THE ORGANIZATIONS HERE IN DALLAS THEY DIDN'T WANT TO ENTER INTO THE HARLAND CONTROVERSY AND THEY PREFERRED TO HAVE THEIR OWN HEARING?
A. Well, that--YOU MAY BE RIGHT. I wouldn't want to say positively."
(Tr. 42).

While on the subject of the above quoted from plaintiff's Exhibit 8 let us clear up another point. It will be remembered that Harland has steadfastly claimed that the Commission had adopted a route back in 1951. We have demonstrated that from 1951 until May 26, 1955, there is positively no act of the Commission in this record showing that to be the fact. However, on May 26, 1955, for the first time the Commission officially

adopted the route from Rickreall to Dolph Corner--the one that crosses Harland's lands on the diagonal. (Def. Ex. G). Thus it was, on the afternoon of May 26, 1955, when the Dallas delegation presented its above-mentioned request to the Commission they were advised by the Commission, and we quote from plaintiff's Exhibit 9:

> "Chairman Chandler stated that the Commission TODAY HAD ADOPTED the SURVEY for relocation of the section of the Willamina-Salem Highway between Rickreall and Dolph Corner and that to complete this section of the road would take all the available funds for this area for several years. Improvement of the present road, he stated, is a question of money and there is none now available."

The Court will note that the Commission was requested to expend the available funds on the Dallas-Salem highway and to build a connection road from the to be constructed Rickreall-Dolph Corner section to Dallas. It was a situation not unlike that of 1951 when the Commission sought consent of the County Court for federal-aid secondary funds. In 1951 the County Court asked that the available money be spent elsewhere in Polk County, and the Commission acquiesced. In 1955 Dallas people asked that a connection be made from the Rickreall-Dolph Corner section when constructed to Dallas, and, improvement of the Dallas-Salem Highway. Again it was a question of available money.

Next what occurred. See defendants' Ex. C. This is a request of the Commission to the Federal Government that the Willamina-Salem Highway in its entirety be added to the FEDERAL-AID PRIMARY System in Oregon.

On July 27, 1955, word was received (Def. Ex. D) from the Federal Government that the request of the Commission was approved.

On August 18, 1955, the Commission submitted to the Government a FEDERAL-AID PRIMARY HIGHWAY PROGRAM (Def. Ex. T), which asks that Federal Aid PRIMARY funds be allotted to the Dolph Corner-Rickreall section.

On September 7, 1955, the Government approved the projects and agreed to allot funds from the Federal Aid PRIMARY Highway system. (Def. Ex. U).

And there it is--the recorded story--and in connection with the

above matters let us recap for a moment the general outlook as respects State Primary and State Secondary Highways as constrasted with the Federal Aid system. We must always remember that the Federal Aid system exists for purposes of allocation of funds--either as Federal Aid SECONDARY or Federal Aid PRIMARY.

Section 3 (b) of the Federal Aid Act of 1944, and subsequent Federal Aid Acts, provide specified sums of money for projects on "secondary and feeder" roads and requires that this particular fund be expended only on roads that are selected by the state in cooperation with the county. This is the only statutory requirement that the approval of the county be obtained before spending money on improvement of a so-called secondary highway.

The designation of primary and secondary highways for the purpose of expenditure of Federal Aid funds is set forth in Section 6 of the Federal Highway Act of 1921, as amended, and provides that "The Secretary of Commerce shall have authority to approve in whole or in part the systems as designated or to require modifications or revisions thereof." (THIS CLASSIFICATION IS SOLELY FOR THE ALLOCATION OF FEDERAL AID FUNDS and bears no relationship to the classification of highways of the State Primary or State Secondary Highway Systems.)

With regard to the Dolph Corner-Rickreall Section of the Willamina-Salem Highway, the highway department recommended that it be constructed with Federal Aid Primary Funds (Def. Ex. T) and requested approval of the project to use such funds. Pursuant to the authority of Section 6 of the Federal Highway Act of 1921, as amended, the approval of this project for use of Federal Aid Primary funds was approved by the Bureau of Public Roads. (Def. Ex. U). Thus the Federal Government approved the placing of this new section of road on the Federal Aid Primary System and approved the project for expenditure of Federal Aid Primary Funds. No approval of the county is required for the expenditure of Federal Aid Primary Funds on any State Highway.

Harland confuses the classification of highways under the Federal Highway Act for the purpose of allocation of Federal Aid money, with the

classification of highways under the State law into a State Primary System and a State Secondary System. There is no correlation whatsoever between these two classifications of the same highways. A State primary highway may be either a Federal Aid Primary or Federal Aid Secondary for the purpose of allocation of Federal Aid Funds. Federal Aid Primary Highways include highways that are both State Primary and State Secondary Highways. Federal Aid Secondary Highways (the only ones requiring approval of the county for expenditure of federal aid money) include State Primary Highways, State Secondary Highways and county roads. (See Probert's testimony, Tr. pps. 225-227.)

For the further assistance of the Court, we set out the following chart:

Name of Highway	State Highway Classification	Federal Aid Highway Classification
Willamina-Salem	Primary	Primary
Cascade Highway (Columbia Blvd. to Ore. City via 82nd Av.)	Secondary No. 160	Primary No. 41
Alsea Highway	Primary No. 27	Secondary No. 144
Salem-Dayton	Secondary No. 150	Secondary No. 116
Corvallis-Newport	Primary No. 33	Primary No. 22
county roads	not on State highway system	Secondary

The foregoing are but a few examples showing the irreconcilable status of the two systems. It points up the futility of using one with, or against, the other--like comparing apples with houses. It emphasizes also that back in 1953 when the Commission passed the resolution complained of that Resolution simply established the Willamina-Salem Highway as a State Primary--not a Federal Aid Primary--and a State Primary Highway that by any standard should be labeled a highway of prime importance. It was not until 1955 that action was taken by the Commission that resulted in the allocation of Federal Aid Primary funds to this project. (Defs. Ex. T.-U.). Another backward glance at the chart illustrates also that even county roads, which are not on the State Highway System at all, are classified as Federal Aid Secondary highways. The Federal Aid Highway Classification

is but a vehicle for the allocation of funds for highway construction. Thus a county road becomes a secondary highway under the federal plan so that it can participate in federal fund allocations.

Indeed, we repeat, the Willamina-Salem Highway, set up by the legislature, which will when the new segment is constructed, provide a more direct route from the State Capital to the Ocean, would seem to be by any definition a route of primary importance.

Let it be remembered:

There is no state or federal law that requires approval of the county court of the construction of a State Primary or a Federal Aid Primary, before federal funds will be allotted.

There is no state or federal statute requiring approval of the county court for expenditure of Federal Aid funds on a state secondary highway.

To our knowledge there is no state statute requiring approval of the county court of expenditure of Federal Aid funds on any state highway regardless of its federal-aid classification.

Thus the Willamina-Salem Highway classified as a State Primary highway requires no approval by the County Court, and

Its classification as a Federal Aid Highway and the allocation of Federal Aid primary funds thereto requires no approval of the County Court.

Harland has attacked the resolution adopted by the Commission back in 1953, (Pl. Ex. 5), which resolution is set forth in the complaint, as being a fraud upon him. This resolution pertains only to the classification of highways on the State Highway System and has nothing whatsoever to do with the classification of Federal Aid Highways. The resolution and the classification of highways that it affects has no bearing at all on the allocation of federal aid funds or the rendering of the highway eligible for either Federal Aid Primary or Federal Aid Secondary funds. This resolution, as recited in the resolution itself, was adopted pursuant to the authority of the state law and not under authority of the Federal Highway Act of 1921, as amended, and is wholly irrelevant.

The placing of this new section of highway upon the Federal Aid Primary system, thereby making it eligible for Federal Aid Primary funds, was accomplished solely by the recommendation of the Highway Commission and the Approval of the Bureau of Public Roads. (Defendant's Ex. T and U).

The approval of the project for construction of the Dolph Corner-Rickreall Section has been accomplished in accordance with the Federal Aid Highway Act of 1921, as amended, and has received the complete approval of the Secretary of Commerce, through the Bureau of Public Roads, for the expenditure of Federal Aid Primary funds. The plaintiff has no standing in this or any other court to prevent the expenditure of these federal aid funds on this project, which expenditure has been approved by the Federal Government as meeting all its requirements for expenditure of Federal Aid Primary Funds.

In passing we will advert for a moment to defendants' Ex. H. This is a contract between the Commission and Polk County Court. It is dated September 22, 1955. As shown in the recitals the Dolph Corner-Rickreall section of the Willamina-Salem Highway will cross Polk Station County Road and also John Covil County Road. In essence the agreement calls for a closure of the John Covil County Road at the two points where the right of way lines of the new highway will cross it. The state is to construct at its expense a connection road parallel to the Dolph Corner-Rickreall section and connecting Polk Station County Road and John Covil County Road. After its construction the County will assume jurisdiction of the connection road. The agreement speaks for itself as to its specifications. It was introduced to provide the Court with a complete panoramic view of the entire matter; for it must be obvious to all that the County Court was not obliged to permit the closure of the county road. If opposed to the route of the new highway the County Court could have further opposed its construction as planned by the simple expedient of declining to enter into the agreement. However, no one claims the agreement as a consent of the County Court that the State might use to obtain Federal Aid Secondary funds. Since 1951 there is nothing in the records of the Polk County Court, nor in the records of this suit, that show any action by

the Commission seeking consent of the County Court. It is inescapable, however, that the County Court was not 100% opposed to the construction of the project. The Court would want to know of this contract in view of the repeated assertions of plaintiff that the County Court was unalterably opposed to the project as approved in May of 1955.

Your Honor has requested further enlightenment on aspects of the Benefit Quotient. The same will follow this draft within a few days.

It might not be amiss at this juncture to observe that Plaintiff has failed utterly to prove abuse of discretion amounting to a fraud upon him. Indeed, in looking back over the record one can hardly escape the impression that Plaintiff has gone "all out" to prevent the laying of the projected highway over his land as now planned. No one will censure him for his desire to remain undisturbed. But it must be obvious to the Court that if every landowner could obtain an injunction on the evidence adduced by Plaintiff here, then highway construction would be at a standstill. We believe the "climate of the case" is well set forth in the following quotes taken from the record of this case as follows:

> Mr. Winslow says--page 5 of Tr.:
> "I will say that this is a suit to enjoin the members of the State Highway Commission from letting any contracts or doing any work in connection with a cut-off road leading from what will be referred to quite extensively in this record as Dolph Corner."
>
> Mr. Winslow--at page 7 of Tr.:
> "Mr. Harland, who is the plaintiff in this case and who has a ranch out here through which this place will <u>go diagonally</u> and who has been opposed to this route <u>for that reason</u>."
>
> Mr. Winslow--at page 136 of Tr.:
> "We can go in and get there damages (sic) but we can't <u>stop them from going across</u> in the condemnation case, your honor."
>
> Mr. Winslow--his Reply Brief--page 5:
> "<u>He is attempting</u> <u>to keep his place from being severed</u> as the Highway Commission proposes to sever it."

Mr. Harland has every right to question the efforts of the Commission, yes, but we wish to point out that he represents only himself for the avowed purpose above set out by his counsel. Oh, yes, Mr. Harland

has testified of an offer of 50 feet along the north side of his property along the Basket Slough Route (Tr. 74)--the watery slough route which would no doubt result in enhancing the value of the slough edge of his property by drainage construction aspects--and moreover, along a route that was not even selected by his own man Cooper--who was unable to tell us whether or not his route would even touch Mr. Harland's property. (Tr. 122).

Yes, the kernal of this case is as Mr. Winslow says at page 332 Tr.:

> "The record is that Mr. Harland doesn't want this road to go where they are establishing it."

Absolutely no one blames Mr. Harland for that. It is very common to see city streets and state highways run within a few feet of one's front door, between his house and barn, divide his acreage, leave bad corners, take out entire five-story factories and many other businesses of great and small degree.

However, the allegations and proof in the record of this case fall far short of that required. More than that, there is not one iota of proof showing a fraud of the Commissioners upon Mr. Harland. The injunction should not lie.

Charles Petersen
Of Attorneys for Defendants.

Form PR 2 (Revised 1950)

CPR8-1911

State Oregon

Project No. F-325(1)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of Jamary, 19 56, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of August, 19 55, a program, which was approved on the 29th day of August, 19 55, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 7th day of September, 19 55, and the sum of sixty-eight thousand and 00/100 dollars ($ 68,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

discretion could not be re reviewed by the court as long as it had been exercised in good faith, and that plaintiff in this case conceded all of that, but contended herein that the Highway

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 622+00 and 855+83.69 northwest of Rickreal, length 4.428 miles, in Polk County, being Oregon project No. F-325(1), consisting of 4.428 miles of roadway and no bridges, each of more than 20 feet clear span,

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

16—11379-4

it had been exercised in good faith, and that plaintiff in this case conceded all of that, but contended herein that the Highway

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of sixty-eight thousand and 00/100 dollars ($ 68,000.00), which does not exceed the authorized Federal pro rata share of one hundred ten thousand, one hundred seventy-nine and 30/100 dollars ($ 110,179.30), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

16—11879-4

discretion could not be re reviewed by the court as long as it had been exercised in good faith, and that plaintiff in this case conceded all of that, but contended herein that the Highway

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL

_____
Deputy State Highway Engineer

By _____
Member, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By _____
Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11370-5 A4,52

discretion could not be re reviewed by the court as long as it had been exercised in good faith, and that plaintiff in this case conceded all of that, but contended herein that the Highway

Oregon State Highway Department

Federal Aid Project
No. F-325(1)

DOLPH CORNER-RICKREALL SECTION

OF THE ATLANTIC-SALEM HIGHWAY IN POLK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 29, 1955

Type Code 0010
Roadway (Sta. 622+00 to 855+83.69)(Contract No. 4568)

All Required	Clearing and Grubbing		$ 5,000.00
900 cu. yds.	Drainage Excavation, Unclassified	$ 0.75	675.00
217,000 cu. yds.	General Excavation, Unclassified	0.19	41,230.00
443,000 yd. sta.	Short Overhaul	0.01	4,430.00
4,200 C-yd. sta.	Long Overhaul	0.40	1,680.00
4.43 miles	Finishing Roadbed and Slopes	500.00	2,215.00
6,700 lin. ft.	Rounding Cutbanks	0.10	670.00
80 lin. ft.	24" Corrugated Metal Pipe, Uncoated	40.00	3,200.00
300 lin. ft.	12" Concrete Pipe	2.00	600.00
990 lin. ft.	18" Concrete Pipe	3.00	2,970.00
90 lin. ft.	24" Concrete Pipe	4.00	360.00
70 lin. ft.	30" Concrete Pipe	7.00	490.00
100 lin. ft.	36" Concrete Pipe	9.00	900.00
180 lin. ft.	30" Extra Strength Concrete Pipe	9.00	1,620.00
2,700 lin. ft.	8" Perforated Metal Drain Pipe, Uncoated	2.00	5,400.00
40 cu. yds.	Special Backfill in Drains	4.00	160.00
120 cu. yds.	Class "A" Concrete	50.00	6,000.00
16,900 lbs.	Metal Reinforcement	0.12	2,028.00
110 lin. ft.	Metal Guard Rail	3.00	330.00
3,100 rods	Type 2 Fence	2.75	8,525.00
24 only	14' x 50" Metal Gates	50.00	1,200.00
2,600 cu. yds.	Coarse Crushed Material in Base	2.50	6,500.00
660 cu. yds.	3/4" - 0 Crushed Material in Base	3.00	1,980.00
500 M-gal.	Sprinkling	2.00	1,000.00
			$ 99,163.00
All Required	Flagging (57½% of Contractors Cost)		1,000.00
		Subtotal	$100,163.00
		10% Engr. & Cont.	10,016.30
			$110,179.30
	Length of Roadway	4.428 miles	
	Cost per mile	$24,882.40	

Federal Funds	$ 68,000.00
State Funds	$ 42,179.30
	$110,179.30

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint: Chap. 529, Laws 1939.

discretion could not be re reviewed by the court as long as it had been exercised in good faith, and that plaintiff in this case conceded all of that, but contended herein that the Highway

Oregon State Highway Department

Federal Aid
Project No. F-325(1)

DOLPH CORNER-RICKREALL SECTION OF

THE WILLAMINA-SALEM HIGHWAY IN POLK COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 15, 1955

Type Code 0010
Roadway (Sta. 622+00 to 855+83.69)

All Required		Clearing and Grubbing	$	$ 2,500.00
900	cu. yds	Drainage Excavation, Unclassified	2.50	2,250.00
217,00	cu. yds.	General Excavation, Unclassified	.24	52,080.00
443,000	yd. sta.	Short Overhaul	.01	4,430.00
4,200	C-y. sta.	Long Overhaul	.40	1,680.00
4.43	miles	Finishing Roadbed & Slopes	500.00	2,215.00
6,700	lin. ft.	Rounding Cutbanks	.15	1,005.00
80	lin. ft.	84" Corr. Metal Pipe, Uncoated	47.00	3,760.00
300	lin. ft.	12" Concrete Pipe	2.00	600.00
990	lin. ft.	18" Concrete Pipe	3.25	3,217.50
90	lin. ft.	24" Concrete Pipe	4.40	405.00
70	lin. ft.	30" Concrete Pipe	6.00	420.00
100	lin. ft.	36" Concrete Pipe	8.50	850.00
180	lin. ft.	30" Extra Strength Concrete Pipe	8.00	1,440.00
2,700	lin. ft.	8" Perforated Metal Drain Pipe, Uncoated	2.25	6,075.00
40	cu. yd.	Special Backfill in Drains	5.00	200.00
120	cu. yd.	Class "A" Concrete	50.00	6,000.00
16,900	lbs.	Metal Reinforcement	.12	2,028.00
110	lin. ft.	Metal Guard Rail	3.00	330.00
3,100	rods	Type 2 Fence	3.75	11,625.00
24	only	14' x 50" Metal Gates	50.00	1,200.00
2,600	cu. yd.	Coarse Crushed Material in Base	2.75	7,150.00
660	cu. yd.	3/4" - 0 Crushed Material in Base	3.00	1,980.00
500	M-gal.	Sprinkling	2.50	1,250.00
				$114,690.50
All Required		Flagging (57½% of Contractor's Cost)		1,000.00
		Subtotal		$115,690.50
		10% Engr. & Cont.		11,569.05
		Total		$127,259.55

Length of Roadway 4.428 miles
Cost of Roadway per Mile $28,739.73

Federal Funds	$ 78,000.00
State Funds	49,259.55
Total	$127,259.55

discretion could not be re reviewed by the court as long as it had been exercised in good faith, and that plaintiff in this case conceded all of that, but contended herein that the Highway

Oregon State Highway Department

Federal Aid
Project No. F-325(1)

DOLPH CORNER-RICKREALL SECTION OF

THE WILLAMINA-SALEM HIGHWAY IN POLK COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 2, 1955

Type Code 0010
Roadway (Sta. 622+00 to 855+83.69)

All Required		Clearing and Grubbing			$ 2,500.00
900	cu. yds.	Drainage Excavation, Unclassified	2.50		2,250.00
217,000	cu. yds.	General Excavation, Unclassified	.24		52,080.00
443,000	yd. sta.	Short Overhaul	.01		4,430.00
4,200	C-y. sta.	Long Overhaul	.40		1,680.00
4.43	miles	Finishing Roadbed & Slopes	500.00		2,215.00
6,700	lin. ft.	Rounding Cutbanks	.15		1,005.00
80	lin. ft.	84" Corr. Metal Pipe, Uncoated	47.00		3,760.00
300	lin. ft.	12" Concrete Pipe	2.00		600.00
990	lin. ft.	18" Concrete Pipe	3.25		3,217.50
90	lin. ft.	24" Concrete Pipe	4.50		405.00
70	lin. ft.	30" Concrete Pipe	36.00	40.00	~~2,520.00~~
100	lin. ft.	36" Concrete Pipe	8.50		850.00
180	lin. ft.	30" Extra Strength Concrete Pipe	8.00		1,440.00
2,700	lin. ft.	8" Perforated Metal Drain Pipe, Uncoated	2.25		6,075.00
40	cu. yd.	Special Backfill in Drains	5.00		200.00
120	cu. yd.	Class "A" Concrete	50.00		6,000.00
16,900	lbs.	Metal Reinforcement	.12		2,028.00
110	lin. ft.	Metal Guard Rail	3.00		330.00
3,100	rods	Type 2 Fence	3.75		11,625.00
24	only	14' x 50" Metal Gates	50.00		1,200.00
2,600	cu. yd.	Coarse Crushed Material in Base	2.75		7,150.00
660	cu. yd.	3/4" - 0 Crushed Material in Base	3.00		1,980.00
500	M-gal.	Sprinkling	2.50		1,250.00
				116,790.50	$116,790.50
All Required		Flagging (57½ of Contractor's Cost)			1,000.00
		Subtotal		115690.50	~~$117,790.50~~
		10% Engr. & Cont.		11 569.05	~~11,779.05~~
		Total		127,259.55	~~$129,569.55~~

Length of Roadway 4.428 miles
Cost of Roadway per Mile ~~$29,261.41~~ 28,739.73

Federal Funds	78000.00	$ 80,000.
State Funds	49259.55	~~49,569~~
Total	127259.55	~~$129,56~~

discretion could not be re reviewed by the court as long as it had been exercised in good faith, and that plaintiff in this case conceded all of that, but contended herein that the Highway

F-3054

4-2

No. 13306

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF POLK

RECEIVED
DEPT.

JOSEPH H. HARLAND.....,

Plaintiff,

vs.

BEN R. CHANDLER,
CHARLES H. REYNOLDS, and
M. K. McIVER, constituting the
STATE HIGHWAY COMMISSION.....,

Defendants.

PLAINTIFF'S REPLY MEMORANDUM

We are just out of the mountains and find on our desk defendants' Memorandum in the above entitled matter, and we hasten to give our attention thereto.

We very much fear that we have not made out position clear. At least counsel for the defendants hasn't grasped our position. Therefore, at the outset of what we have to say in reply to defendants' Memorandum, we shall attempt to clarify the issues.

In our opening statement at the time of the hearing we tried to make it clear that the plaintiff frankly admits that the Highway Commission of the State of Oregon has the power under the law of Oregon to locate highways, change routes, and otherwise determine details, engineering as well as other details, with reference to the construction thereof. We further, at that time, attempted to make our position clear by stating that that discretion could not be re reviewed by the court as long as it had been exercised in good faith, and that plaintiff in this case conceded all of that, but contended herein that the Highway

Commission, in deciding the question which they decided with reference to this matter, did not act in good faith. They abused their discretion, and acted from improper motives. If the court heretofore has misunderstood our position with reference to this matter, we re-state it here for the purpose of clarification.

Let us clarify another matter. Over and over again in the Memorandum filed by the defendants the statement is made, and the argument advanced, and the contention urged, that plaintiff, Mr. Harland, bases his contention that the Commission has abused its discretion and acted in bad faith and with improper motive because, as contended by plaintiff, that the proposed route was not economically sound or of greatest benefit to the public. As a matter of fact, the engineering features of this case, while important, are only incidental to the main issue. As we stated in our first Memorandum, page 9,

> "We go further--and we repeat here what we said at our summary at Dallas. If this last feature, the matter to which we now refer, were the only fault that we have to find with the Commission with reference to this matter, we probably wouldn't be here, but nevertheless, it is of great importance when considered along with the other matters to which we have now just called the court's attention, namely, that what the Commission now proposes to do is not economically sound, nor does it best serve the travelling public."

In view of that statement in our Memorandum, it is hard for the plaintiff to understand how counsel for the defendants have become so confused.

Let us clarify another matter. Counsel for defendants, in attempting to state plaintiff's position, asserts at several different points in his Memorandum that it is the position of plaintiff that the Highway Commission did not have the authority to re-classify highways because the statute did not prescribe or define "primary highway" or "secondary highway". We never have

made any such contention, and do not make it now. We say that in view of the fact, which is now conceded by counsel for defendants, that there is no statutory definition of these terms, that they must be accepted in their ordinary sense, and on page 7 of our Memorandum we gave some definitions of the terms taken from Webster's New International Dictionary (a rather good authority, we thought). Counsel's legal conscience is bothering him. He is just a bit afraid of the constitutionality of the statute upon which he so much relies, and of course the court is familiar with the rule that if the legislature delegates to a board, bureau, or commission the power to determine matters, and does not set up the standard for such determination, this constitutes a delegation of legislative authority, and under our constitution cannot be done. That is what is bothering counsel for the defendants. Now we are not raising that question. We believe that the legislature does have the power to confer upon a commission the power to determine matters where there is a well defined meaning of what they are to determine independent of statute, and that is what is hurting counsel for defendants. When it comes to considering what the terms "primary highway" and "secondary highway" mean in their ordinary sense, as defined by the dictionary, then and in that case the commission is confronted with the necessity of finding that a highway which was at one time a secondary highway because of its secondary importance has become a primary highway because of its primary importance. In this case no such finding was made. The resolution is before the court. No effort was made on the part of defendants to establish any fact which would even tend to indicate that this particular highway had moved over from its status as a secondary highway to that importance which would

justify re-classifying it as a primary highway. That conditions do change where highways which 10 or 15 years ago were secondary highways because of their secondary importance have now become and are entitled to be classified as primary highways because of their primary importance is not only made clear by the legislative enactment on this subject, but also by common knowledge known to the court, particularly because of the great growth of the population in and around Portland. But those conditions do not exist here, and the testimony is undisputed that there has been no change in the use of this highway, as we pointed out in our first Memorandum. Now we want to make it just as clear as crystal here that we are not contending that the Commission does not have the power to re-classify highways, but we want to make it just as clear that it is our contention that they cannot make a secondary highway a primary highway simply by passing a resolution. They cannot make black, white. That such action is arbitrary, capricious, an abuse of discretion, lacks good faith, and implies an ulterior motive, and that is what this case is about.

One more clarification. In no less than a dozen places in the Memorandum filed by defendants there is to be found the insinuation or direct charge that the plaintiff, Mr. Harland's, motive is improper; that what he is driving at is to keep the highway from crossing his property. Now the insinuations and statements are not true, nor are they borne out by the record in this case. Mr. Harland proposed two routes, or at least was agreeable to two routes. The one route ran from "C" to a short distance North of "E", then to "A". That is the route our engineer endorsed. That is the route which would serve the most vehicular traffic. But Mr. Harland also proposed or endorsed the route from "C" to "A", and he testified from the

witness stand and the offer is contained in a letter to Mr. Reynolds, one of the commissioners, a defendant herein, that if that route should be adopted, he would give one-half of the right-of-way along his north line for a mile and a quarter. The statements of counsel regarding this matter are wholly unjustified. Mr. Harland is not attempting to block this improvement. He is attempting to keep his place from being severed as the Highway Commission proposes to sever it, and is attempting to keep the Highway Commission from avoiding the necessity of getting the approval of the local authority in this case, the County Court, required by the federal statute, simply by passing a resolution. He is attempting, and we believe has shown clearly and almost conclusively, that the hearings held with reference to this matter were sham; that the matter had been decided before, and that this in fact is not a primary highway, but just exactly what it was before the Commission passed its resolution of December, 1953--a secondary highway.

Now with these clarifications before us, let us give consideration to the contentions urged by defendants in the Memorandum filed by their counsel. Now as we view the issues involved here, the authorities cited by counsel for defendants throughout the first 7½ pages of the Memorandum filed are entirely beside the point. The substance of these decisions is that that the Highway Commission has discretionary powers; that those discretionary powers will not be reviewed by the courts, unless they are abused. Most of the cases cited recognized the rule that if there is an abuse of discretion, the courts will interfere, and that is this case. Not a single case is cited by counsel for defendants where any court has held that a commission or board or city council has abused its discretion and yet the courts cannot review such action. We anticipate that no such case can be found. It isn't the law.

Now on page 5 counsel says:

> "So it is, in Oregon as in all other jurisdictions--conduct amounting to fraud must be proved before a citizen may have an injunction against a state highway board or commission."

That is just one way of stating it. If counsel wants to put on the shoe and it fits, and if this is fraud, then so be it. We haven't called it that. We have called it lack of good faith, abuse of discretion, acting from improper motives, and the authorities which we submit in our first Memorandum clearly sustain the proposition that under those circumstances courts will interfere. As the matter is expressed by the Supreme Court of the United States, the court speaking through Chief Justice Tanney, the matter can be placed on the basis of improper motives alone. We, of course, have not confined ourselves to that issue. On page 6 counsel, after referring to the case of Babbit vs. Gordon, a Texas case, takes this excerpt therefrom:

> "that there were available to appellants at least three shorter, more practical and economic routes."

Then counsel for defendants adds:

> "Here Mr. Harland seeks to enjoin the Oregon State Highway Commission upon the identical premise, concerning which the Texas Court says: 'These facts do not support the allegation of gross abuse of discretion.' "

Of course, it must be perfectly clear to the court--at least we have tried to make it clear--that Mr. Harland isn't making any such contention. As a matter of fact, of all the routes mentioned at the trial, the shortest was from "A" to "C", which Mr. Harland approved and with reference to which he offered to donate one-half of the right-of-way for a mile and a quarter.

At the hearing on this matter and throughout the Memorandum filed by defendants, the contention is made in several different forms that the Highway Commission in re-classifying this particular road was acting pursuant to the right conferred upon it by virtue of ORS 366.256. While we do not know that the

matter is important, the fact remains, however, that this had been the law in the State of Oregon at least since 1939. We have not run it down further than that year. But the court will find that this same provision with reference to the right of the Highway Commission to classify and re-classify was contained in Chapter 529 of the 1939 Session Laws as Sec.15, subsection 30 thereof. So the Highway Commission had had the right to classify and re-classify highways at least since 1939. The court will also find the same provision as a part of O.C.L.A. 100-115. The suggestion is also made that by this same act this particular change in the road was authorized, but a reading of the statute will show that such is not the case. Counsel quotes the provision on page 9 of defendants' Memorandum, and it will be noted that no attempt was made to define the route of said highway.

On page 10 of defendants' Memorandum the contention is made that this same section of the statute imposes a duty upon the Highway Commission to re-classify this highway and make it a primary highway. Counsel makes this statement:

> "A cursory glance at 100-115 O.C.L.A. (now a part of ORS 366.220) discloses a duty, with plenary authority, in the State Highway Commission to do just what was done by the resolution complained of."

Of course, such is not the case. The statute makes no such provision impelling the Commission to declare secondary highways primary highways, or vice versa.

Again, counsel makes the contention that one commissioner cannot bind the commission, and with reference to this matter makes reference to the correspondence between plaintiff and Commissioner Reynolds. Counsel misses the point entirely. In the first place, the letters do not pretend to bind the commission. The letters simply state a fact, namely, that this matter had been decided in 1951. Now the letters further show

that Commissioner Reynolds didn't even know of this condition when he had talked to Mr. Harland. Either he had missed some meeting of the commission or somebody was making decisions independently of the commission, but he investigated it, and after investigation, after he called Salem, he stated a fact, namely, that this matter had already been decided. Now that certainly is some evidence of the fact stated. Certainly Commissioner Reynolds should have been in a position to know, after making that investigation, even if he lacked the information before. That is the state of the record. One commissioner says, "This matter was determined in 1951." He is not called to the witness stand to deny it, nor is either of the other commissioners called for that purpose. That statement remains in this record uncontradicted, unimpeached, and, we submit, as competent evidence of one of the main issues in this case. Certainly Mr. Reynolds was competent to make that statement. He isn't trying to bind the commission by making a contract or incurring any obligation. He is simply stating that, after investigation, he has determined and found out that the commission has already acted with reference to this matter. We really don't know how plaintiff could have proof more satisfactory, more convincing, more conclusive of the allegations in his Complaint to that effect. We wonder whether or not counsel for the commission is now attempting to repudiate Commissioner Reynolds.

But, says counsel, "We don't have to have hearings anyhow, so what's the difference." We make two replies to that statement. In the first place, Commissioner Reynolds says in this correspondence, that they never decide matters of this kind without having hearings, and in the second place

it shows that the hearings which were held thereafter were mere sham and pretense and are evidence, strong evidence, of bad faith upon the part of the commission. We say to this court that it is worse than acting arbitrarily to act and then hold a hearing, making people believe they have had a chance to be heard, when, as a matter of fact, the matter had already been decided. This is deception in its highest degree, and that is the evidence in this case. Take the evidence with reference to the chairman's statement to the Dallas delegation in Portland, transcript of which is in the record. The Mayor of Dallas, representing the Dallas interests, was permitted to present his position, thinking he was having something to say on the subject, believing that he was being heard on a matter of importance, only to be told by the chairman at the conclusion of his remarks that the matter had already been decided, and that they wouldn't know when they would have money to take care of Dallas's wishes.

We shall next address our remarks to the portion of defendants' Memorandum wherein it is contended that the County Court of Polk County actually gave its consent to this improvement. In the first place, permit us to say that we don't understand why the contention is made. If the resolution reclassifying this highway was made in good faith, they wouldn't need the approval of the County Court of Polk County for this construction. The mere fact that this contention is made is strong evidence that right now they don't believe this is a primary highway. Again, we repeat that the fact is strong evidence that they know this highway is still a secondary highway and that they, therefore, need to have the approval of the County Court in order to have government money in connection with the construction. They refer to a resolution of consent

passed by the County Court in 1945 (Defendants' Exhibit "I"). Of course, the commission cannot be serious about this contention. 1945 and 1955 are 10 years apart. The County Court of Polk County is changed in the interim. We are not sure whether the commission has changed or not. They may well have. This whole argument is conclusively answered by the fact that in 1951 at the time they determined to adopt this route, as we have pointed out, they again asked the County Court for its approval. The letter is in evidence, requesting this approval. Now can counsel for the commission be serious about the contention that this 1945 resolution constitutes a consent to this construction in view of this fact? Another conclusive answer to the argument is that while in 1945 the County Court of Polk County, Oregon did request some such improvement, the commission didn't make it. Again, it is urged that Defendants' Exhibit "H" constitutes a consent upon the part of the County Court for the establishment of this road. A mere reading of the record will show that counsel is in error. If that is the procedure adopted by the Highway Commission of the State of Oregon to secure the consent of a County Court of a reputable county of the State of Oregon, we say to this court that the commission is guilty of fraud in the extreme. We are bold enough to call it fraud, if counsel insists upon his construction of this agreement. The court only needs to look at the other request made by the commission in 1951 to see how requests of this kind are made. It is plain, unequivocal. The commission wants the consent of the County Court to establish a certain road. This agreement (Defendants' Exhibit "H") has to do with nothing more or nothing less than the abandonment of the county road. Counsel on page 11 of his brief asks this question regarding this matter:

"If the County Court was not consenting to the proposed route, what then was its intention?"

The question is an easy one to answer. Judge Barnhart answered it from the witness stand, clearly, unequivocally, to the point. The contract itself answers the question. If the Highway Commission of the State of Oregon has resorted and claims now that it resorted to a document of this kind to secure the consent of the County Court for the improvement of a secondary highway, we say to this court that they played a trick on the County Court; that they stooped to practices that should be condemned by the courts throughout the land; that it was a greater abuse of discretion on their part than that shown by the record in the case of Highway Commission vs. Pacific Shore Land Co., referred to in our first Memorandum.

Again, counsel argues that they obtained this consent by virtue of their original letter in 1951 and the reply of the County Court thereto to the effect that they wanted some other work done first, and the contention is made that by virtue of the fact that the commission did this other work, that that constituted a consent. We say it did not. We say to this court that the federal aid act of 1950, cited in our first Memorandum, requires more. All of these efforts to show consent upon the part of the County Court of Polk County almost conclusively demonstrates the proposition that even the commission itself, and its counsel, right now know that they can't make a secondary highway a primary highway by passing a resolution; that a highway that is of secondary importance today does not become a highway of primary importance tomorrow by reason of any resolution that can be passed by anybody. If it is to change its status, it must be by virtue of the fact that the use thereof has made it of primary importance. That, the evidence in this case show, never happened.

At the conclusion of the discussion with reference to this matter counsel for defendants adds this paragraph:

> "Be all that as it may, prior consent of the county court is not necessary before the State Highway Commission can adopt a route and construct a highway in Polk County or any other county of this state. No one will contest thi-."

Again, counsel is in error. We do contest it. That is, we contest the right of the Highway Commission of the State of Oregon to establish, locate, re-locate, or improve a secondary highway in Polk County, Oregon, or in any other county in the State of Oregon by and with federal aid, without obtaining the consent , the positive consent, of the governing body, which in this case is the County Court. Counsel concedes this in his next sentence, and that is what this case is about. Does counsel contend here that they could go ahead and construct it notwithstanding refusal of the County Court to give its consent and pay the entire cost of construction out of our own funds, without federal aid? This, likewise, would be an abuse of discretion on the part of the commission. We want the court to get the picture clearly right here. We are dealing with a secondary highway. All this argument about getting the County Court's consent is an admission upon the part of the commission that we are dealing with a secondary highway. Now for some reason the federal government has said that when you deal with a secondary highway, if you want federal aid, you must not only establish your road, but you must have the approval of the establishment of such road by the local governing body. Now can it be that the Highway Commission of the State of Oregon, determined to build this particular road, a road that is, in fact, a secondary highway, and not being able to get the consent of the County Court of Polk County, Oregon to build it, is authorized to circumvent this requirement by passing such a resolution as they passed in this case, or by going ahead and

building the road [illegible]

case it would be an abuse of discretion. In either case it would be a resort to subterfuge to defeat the plain intent of the law.

Then the argument is made that by passing this resolution the commission has been able to obtain federal aid for the construction of this project. Of course, such is not the case. They could have had federal aid to construct it even as a secondary highway, had they been able to procure the consent of the County Court of Polk County, Oregon.

Then counsel for defendants asks this question:

> "Is this what Harland says is a gross abuse of discretion amounting to a fraud upon him?"

Counsel for the commission would have the court believe that this was the only way federal aid could be obtained. Of course, it wasn't. If they had proceeded within the letter and spirit of the law, they would have established a route to accomplish their aims and purposes that did meet the approval of the County Court of Polk County, Oregon. It is just as simple as that. But they didn't want to do that. They wanted to do something different. There is where the arbitrariness of this action comes in--arbitrary and capricious--determined to have their own way. Here is a law that stands in their road. This law says that when you are dealing with secondary highways, you have to have the approval of the local governing body. They wanted to make this change in a secondary highway. They did the natural thing; they applied to the County Court for its approval. They didn't get it. Then what did they do--still determined to have their own way? They passed the resolution. Just what more is necessary to show abuse of discretion? Just what more is necessary to establish by the most clear and convincing proof possible the lack of good faith? And as to motive, it is a bad motive whether they were worked upon by the Salem Chamber of Commerce

or whether they were merely determined to have their own way notwithstanding everything. We say to this court that if the evidence in this case establishes the proposition that they passed this resolution to obviate the necessity of having the consent of the County Court of Polk County, Oregon, that is a bad motive; that this, in fact, is a secondary highway and the law contemplates that with reference thereto the County Court shall have something to say about it; and if the purpose and intent of this law can be defeated by passing a resolution, we say that that resolution is passed with a bad motive. Any attempt to violate either the letter or spirit of any law constitutes a bad motive.

Commencing on page 12 of defendants' Memorandum, counsel discusses the court's suggestions under headings of (a), (b) and (c). (a) and (b) deal with questions propounded by the court to counsel for plaintiff, and (c) deals with questions propounded by the court to counsel for defendants. (a) and (b) both raise the question as to where is the evidence of ulterior motive. We think it is abundant. Of course, we are sure that the court would not expect that the plaintiff would be able to produce direct evidence of people trying to adopt this route involved (although the letter from the president of the Salem Chamber of Commerce comes pretty close to being just that). However, it isn't necessary for plaintiff to establish that someone reached the commission, that someone outside influenced them to act in the manner they have acted. It is only necessary to find that the motive is bad, and as a matter of fact that is only part of plaintiff's case. Bad motive, lack of good faith, abuse of discretion, are the three elements which plaintiff urges upon this court as grounds for interfering with the action of this Highway Commission. Now we have already covered this

matter somewhat above. We have pointed out that any purpose to avoid the law ~~that~~ is a bad motive, lacks good faith, is an abuse of discretion. Where is the evidence of bad motive?

Counsel says:

> "Contrariwise the evidence is illustrative of the all out effort of the Commissioners to give Harland his full say in open meetings.

Right here is where we meet head-on. We say that this record establishes the proposition that the commission had decided this matter before they ever had a single hearing. We say the fact that they did just that shows bad motive; that they did not give Harland a chance to be heard in open hearings before they had made up their minds. They heard Harland in 1955. They made up their minds in 1951, and had been trying since that time until 1955, by subterfuge and other methods, to have their own way, and that the hearings were mere sham and pretense and, in fact, evidence of bad faith and bad motive. This fact that they had decided the matter before they had the hearings is evidence of bad motive. The effort upon the part of the Highway Commission to declare by resolution a road which was a secondary highway to be a primary highway for the purpose of obviating the necessity of getting the approval of the County Court of Polk County, Oregon is evidence of bad motive. It is evidence of a purpose on the part of the commission to over-ride the true purpose and intent of the law.

Can it be said that there is no evidence of bad motive, of bad faith, when the commission in 1951 considered this question of making this improvement? It will be remembered that at that time this was classified as a secondary highway. The commission, recognizing this, recognizing the law, applied to the County Court of Polk County, Oregon, for its permission to build the road. The County Court refused. They then passed a resolution, declaring ~~that~~ a road which by all the definitions

we know anything of was and is a secondary highway, a primary highway. What was their purpose? What was their motive? Why were they doing this? Is there any doubt in the court's mind as to the answer to these questions? They were trying to have their own way, regardless of consequence, regardless of the law, regardless of the facts. They would even go so far as to declare something to be what it wasn't. What is the difference between this abuse of discretion and the abuse of discretion shown by the record in the case of Highway Commission vs. Pacific Shore Land Co., 201 Ore. 142, cited and referred to in our first Memorandum? There they declared that a certain piece of land was necessary for right-of-way purposes, when it wasn't. The Supreme Court of the State of Oregon as well as the trial court which heard the case held that you couldn't do that; that that constituted an abuse of discretion. Here they attempt to make out of a secondary highway a primary highway, which it wasn't. That alone shows bad faith, abuse of discretion, bad motive. But here the case is stronger. Here the purpose of doing all of that was to evade the true intent and purpose of the law, which for some reason granted to the County Court of Polk County, Oregon something to say about the establishment and change and improvement of secondary highways.

Now we say to this court that when the Highway Commission of the State of Oregon, or any other body, attempts to take away - - from the County Court of Polk County, Oregon ~~stuck~~ that which the law gives to it--something to say about these things--when the highway is a secondary highway, by the mere passing of a resolution, by the mere declaring that something is, when it isn't, it is the strongest kind of evidence of an ulterior motive, of an abuse of discretion, of bad faith.

Then, under (b), counsel refers to the high caliber of the men who constitute the commission. Let it be said here by us that we are not going to challenge that caliber or that status, but suffice it to say that even the king himself, or, in the United States, the president himself can't make black, white, by passing a resolution, and we rest this argument with the further simple statement that this same, identical commission did abuse its discretion, and that matter has been judicially determined, in the case just referred to (Highway Com. vs. Pacific Shore Land Co.). Now these men had the same caliber when they passed that resolution, declaring land necessary for right-of-way purposes when it wasn't, that they had when they passed the resolution involved here, declaring a secondary highway a primary highway, when it wasn't.

Now we come to a consideration of (c), the question propounded by the court to the counsel for defendants, and that had to do with the method employed by the Highway Commission to determine the efficiency of the highway. We will not attempt to go into the technical argument that has been resorted to by the counsel for the commission. The defendants were compelled to admit at this hearing that they did not take into consideration the element of safety or of convenience. This alone destroys the efficacy of the commission's whole showing on this subject. Mr. Baldock was one of the authorities of the text upon which this formula was based, and it plainly states that safety and convenience are elements that must be taken into consideration. It is admitted here that these elements were not considered.

Another fallacy in the commission's position with reference to this matter is that in considering the "benefit quotient", they always add something which throws the whole thing out of balance. To illustrate, take the route from A to C, which is the most Northerly route. It is the shortest route, and they

gave the cost of its construction but they added to that, in order to lower its "benefit quotient" the cost of re-doing the road from A to D, and they have no intention of doing this in the foreseeable future. Why do we make this last statement? That is what the chairman of the commission told the delegation from Dallas at the hearing in Portland, and there is a transcript of the record showing what the chairman said. Why, then, do those figures have anything to do with this situation? By such methods the commission can either build up or run down the "benefit quotient" of any road they may see fit. To illustrate, suppose we were considering a road from Salem to Silverton, and we took the cost of it, of the number of cars that used it, but we added to that the cost of building the new through-way from Salem to Portland. What sense does that make? That isn't testing the "benefit quotient" of the Salem-Silverton road. That is just simply getting some result someone wants--in this case the commission. I wonder why, in this case, they don't include the cost of re-building the road from D to A. There would have been just as much sense in it. This formula that they have presented here and the method of applying it, as pointed out by Mr. Baldock, is strong evidence the commission is prepared for any kind of an attack. They have a formula which is more or less what might be called a sliding scale formula, and they can slide the scale up or down if they see fit, by adding other costs of other roads that don't have anything to do with the road in question. It doesn't take an engineer--it doesn't take an intelligent lawyer or layman--to know that if the commission had only one-half million dollars to spend, they could render a greater benefit to a greater number of the travelling public by re-building the road from C to B, the

golf course to Rickreall. But we are not going to labor this question to any great extent. We have said several times that if this were solely a question of engineering differences of opinion, we probably wouldn't be here. That isn't what this lawsuit is about, and while we reiterate that it is of extreme importance, nevertheless, it is only incidental to the main question that the commission has acted arbitrarily, in a capricious manner, and that they have abused their discretion, acted in bad faith and with a bad motive. They have determined to build a secondary highway in Polk County by and with federal aid, without obtaining the approval of the County Court of Polk County, Oregon. It is contrary to law. It is bad faith. It is ulterior motive. It is an abuse of discretion.

Now in connection with this matter of motive, counsel for the commission cites the case of Keane et al vs. City of Portland et al, 115 Ore. 1, and they quote an excerpt from page 10. What they do not quote, however, is this, from that same page, of the same case, from the same court:

> "* * * provided, of course that the power is not exceeded or abused."

Much more could be said. In fact, we could accuse counsel of legal gymnastics, but we do not care to do that. We are interested only in presenting the issues to the court clearly, emphatically, and we believe that the foregoing will accomplish that purpose.

Respectfully submitted,

W. C. WINSLOW

NORMAN K. WINSLOW
Attorneys for Plaintiff

Capitol Journal. Jan. 5. 56.

Salem, Oregon.
Jan 5th, 1956.

State Highway Dept:

You can take this for what you think it is worth you would be surprised to know how many people oppose the Rickreall Dolph route they are if favor of the Oak Knoll route.

The highway over flows ever time there is a heavy rain also there is a bad curve just west of Oak Knoll (the dead mans curve)

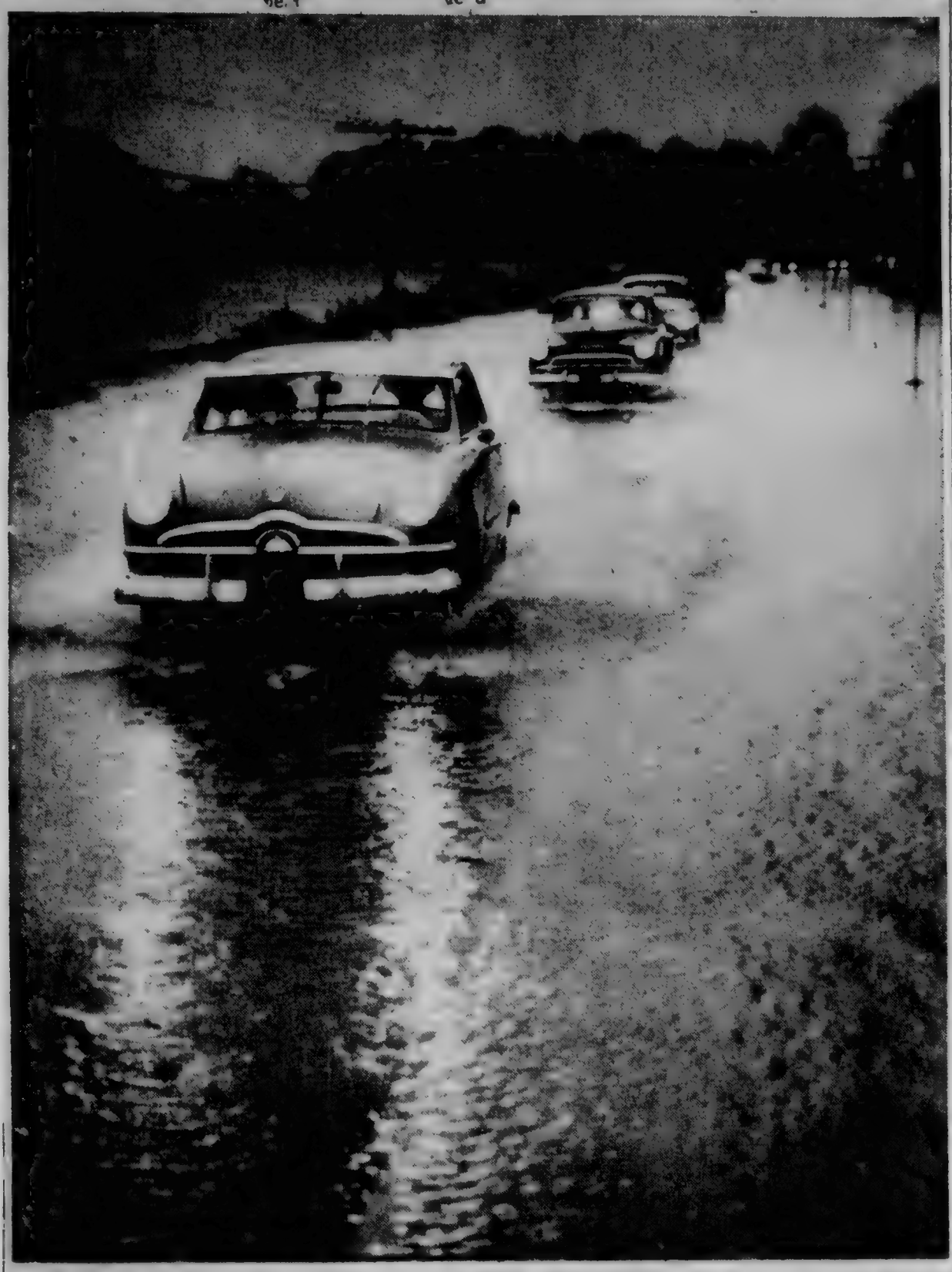
Many of us are wondering why set that over pass out in the field there just north of Chemawa also out by Turner these highways was straight before.

Many people feel there should be a change in the Highway Dept. you are wasting are tax money.

It is Oak Knoll route for us.

Exhibit 1 is that letter. There it is noted the Commission mentioned that the Dolph Corner-Rickreall segment had been selected for construction under

Polk County Motorists 'Set Sail' for Home



RICKREALL—Headlights of homeward bound motorists Wednesday evening reflect on water that covered Salem-Dallas Highway throughout the day. Photo was taken east of Rickreall. Road remained open to one-way traffic all day despite water that reached estimated 18-inch depth in mid-morning before receding. Traffic is headed west toward Rickreall and Dallas. (Statesman Photo).

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coast.

A contributor to the Highway gasoline fund since 1917

Exhibit 1 is that letter. There it is noted the Commission mentioned that the Dolph Corner-Rickreall segment had been selected for construction under

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Capitol Journal. Jan.5,'56.

Now Let's Get it Bu...

Judge Alfred Dobson of Portland made what we assume to be the only possible decision in denying a petition for a restraining order against construction of the proposed new state highway route to the coast through Polk county.

Joe Harland, owner of a 737-acre farm northwest of Rickreall, resisted construction on the route selected because he claimed it would ruin his property. Certainly Harland's property will be seriously damaged, and anyone can sympathize with his feelings.

But the right of the public now and for all future time to use the most feasible highway route is fundamental. This right is far more important than the right of an individual. This is why our Anglo-Saxon forebears long ago established the right of eminent domain, by which any property needed by the public may be taken. The right is even extended to some private interests. A railroad seeking a right-of-way has it.

The individual is protected, however. The courts will see that he is paid what he is found to be entitled to. Harland of course has and will use this right. Were it otherwise, as Judge Dobson pointed out, we would never have a highway system—or, he might have added—much of anything else.

There remains the practical question: Did the highway department choose the best route? This can be argued endlessly without any final, unanswerable judgment. But the department is empowered by law to make these decisions. In the absence of obvious malfeasance or something of the like we have to accept its decisions if we are to have orderly government.

This road has been delayed too long already by the ruckus over use of part of Harland's farm for a right-of-way. It is to be hoped that Judge Dobson's ruling settles it and that construction may now proceed.

These are my sentiments too.

I don't know this Judge, Joe Harland or anything about his farm, but I do know the people of Oregon have needed a shorter faster route to the coast cities through Polk County YEARS AGO.

Why , Oh Why isn't the Salem-Dallas Highway widened to four lane? If the members of the Highway Commission had to drive morning and evening in a procession of from 5 to 12 cars (because with only a two lane, there are to many curves for one to attempt passing) something would have been done after those numerous surveys. It is now going on eleven years since the war was over, and nothing to my knowledge, has been done to improve this important highway into Salem, serving the cities of Dallas, Independence, Monmouth, Valsetz, Rickreal and the coast.

A contributor to the Highway gasoline fund since 1917

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NOTED

Exhibit 1 is that letter. There it is noted the Commission mentioned that the Dolph Corner-Rickreall segment had been selected for construction under

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COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLASSYER
Secretary

DF 325 (1)
C 4568

OREGON
STATE HIGHWAY DEPARTMENT

SALEM
January 4, 1956

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

Oregon State Highway Commission

Re: Harland v. Chandler, et al.

Gentlemen:

This date we received a letter opinion from Judge Dobson advising of his ruling in the plaintiff's application for an injunction in the above-entitled case, the facts of which case I am sure you are all familiar with, a copy of which opinion is enclosed herewith for your information.

You will recall that evidence was presented during the two-day hearing on the application of Mr. Harland for a temporary injunction, and subsequently several briefs were written, both with respect to the law and the facts of the case, and two further arguments were had before the Court.

We are quite pleased with the Judge's opinion in denying the plaintiff's petition for a permanent injunction. This case, in so far as the trial court is concerned, is now terminated and will not be revived unless the plaintiff sees fit to appeal to the Supreme Court.

This has been a very difficult case to handle particularly in light of the matter being set down for hearing immediately upon service of the summons and complaint being made upon the Commission, and I feel that Mr. Lindas and Mr. Peterson are to be complimented for the excellent job that they did in representing the Commission in this matter.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:aj
cc - Mr. R. H. Baldock
Mr. Robert L. May, Jr.

Exhibit 1 is that letter. There it is noted the Commission mentioned that the Dolph Corner-Rickreall segment had been selected for construction under

[redacted]

[redacted]
Judge

Circuit Court of Oregon
[redacted]
[redacted]
[redacted]

January 3, 1956

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Mr. C. W. Enfield, Chief Counsel
Oregon State Highway Department
Salem, Oregon

Attention: Mr. Chas. Peterson

Mr. W. C. Winslow
Attorney at Law
Masonic Temple Building
Salem, Oregon

mailed C.P.
1-5-56

Re Harland v. Chandler, et al.
Polk County Case No. 13306.

Gentlemen:

On page 7 of Plaintiff's Additional Memorandum appears the following statement:

> "We seem to be pretty well agreed that unless the Commission did abuse its discretion and act in bad faith its judgment is final; but if it did abuse its discretion, then its acts or conduct are subject to review of the court."

It would seem, therefore, that this cause could readily be disposed of by merely pointing out that there is no evidence in the record which indicates to this Court that the Highway Commission in the matters here involved did abuse its discretion, much less act in bad faith.

Obviously, any other rule than that suggested above would result in a legal impasse detrimental to a proper highway program and to the public interest. The Highway Commission is charged by law with the responsibility and the duty to develop a state highway system. Although this must be accomplished piecemeal as funds are available, the planning must be based on long-term objectives. In formulating such a program the Commission must rely upon the expertise of its staff, possessed, as it is, of informed and experienced judgment. If the Commission is not warranted in relying upon the objective and realistic appraisals or judgments made by its staff of all of the multitude of factors to be considered, it would be difficult to conceive upon what appraisal or judgment it might rely. Nor does the use of formulae such as "benefit quotient" render conclusions less valid because they do not yield precise and unassailable results, for

Exhibit 1 is that letter. There it is noted the Commission mentioned that the Dolph Corner-Rickreall segment had been selected for construction under

indeed, conclusions can only be valid for the time and the occasion as changing conditions render current methods, techniques and equipment obsolete. Abandoned fragments of old highways throughout the state attest this process of change and progress.

It is not to be expected that the Commission will always be right, much less that it will always please everybody, and unfortunately the convenience and even the constitutional rights of citizens will sometimes collide with the public interest and must yield, subject, of course, to the provision for reasonable compensation.

Whether or not the Commission's designation of a highway as a primary highway makes it such for Federal funds participation is not a question that the plaintiff can raise in this case nor one which this Court is called upon to decide. However, it may be appropriate to observe that if the Commission's decision on this or other matters is to be subject to the approval of the county court (and all of the internal pressures inherent therein) of every county through which a highway might pass, the prospect of Oregon ever enjoying an adequate highway system would be remote indeed.

For the reasons indicated, plaintiff's petition for a permanent injunction is denied.

Circuit Judge.

Exhibit 1 is that letter. There it is noted the Commission mentioned that the Dolph Corner-Rickreall segment had been selected for construction under

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November 28, 1955

Babler Bros.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4568, which was awarded to you by the State Highway Commission on November 9, 1955, for grading on the Dolph Corner-Rickreall Section of the Willamina-Salem Highway in Polk County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

on October 3, 1951, wrote a letter to the Polk County Court. Plaintiff's Exhibit 1 is that letter. There it is noted the Commission mentioned that the Dolph Corner-Rickreall segment had been selected for construction under

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF POLK

JOSEPH H. HARLAND,

Plaintiff,

vs.

BEN R. CHANDLER, CHAS. H. REYNOLDS, and M. K. McIVER, constituting the STATE HIGHWAY COMMISSION,

Defendants.

NOTED
State Highway Engineer

No. 13306

FURTHER MEMORANDUM REQUESTED BY THE COURT

Pursuant to the request of your Honor we are pleased to set out the procedure followed by the State Highway Commission in the above matter. Events as shown by the record of this suit will be set forth chronologically as follows:

1945 The Dallas area highway matter was really "triggered" for the first time by the December 11, 1945 Resolution of the Polk County Court asking for the construction of the 4.26 mile stretch of new highway from Dolph Corner to Rickreall. See Plaintiff's Exhibit I.

Thus there was then activity on this matter perhaps as much as preliminary surveys, as demonstrated by the testimony of Mr. Harland (Tr. 61) under questioning by Mr. Winslow as follows:

> "Q. Now when did this project of going--this road start?
> A. To the best of my knowledge it started back in the depression days, along in '32 or the early '30s.
> Q. I don't think it is necessary for us to go back that far. Was it revived again along about 1951?
> A. It was revived before '51. It was revived along in the early '40s."

1951 When funds became available in 1951 for this area the State Highway Commission then set about proceeding with the wishes of Polk County Court. By that time it appears the County Court was made up of different personnel than in 1945. Therefore the State Highway Commission on October 3, 1951, wrote a letter to the Polk County Court. Plaintiff's Exhibit 1 is that letter. There it is noted the Commission mentioned that the Dolph Corner-Rickreall segment had been selected for construction under

the Federal Aid Highway Act of 1950 providing Federal Aid Secondary funds.

The County Court was asked to advise the Commission "If the Polk County Court concurs in the selection of the above project." The County Court under date of October 23, 1951, acknowledged the Commission's letter of October 3, 1951. (Pl. Ex. 2). You will note by Pl. Ex. 2 that the County Court says:

> "We do not have the location of the road and although the Federal Aid Highway Act of 1950 does prescribe that the Counties shall concur in selection, we feel that this is a matter solely for the Highway Commission to act upon." (Underscore ours)

The County Court then in their letter request that money be first expended upon another highway in Polk County "between Fern's corner and Burn's corner on the King's Valley Highway upon which federal aid money was spent***". That the wishes of Polk County were fulfilled is shown by the evidence of Mr. Baldock (Tr. pages 144-145).

> "A Well, the project was placed on the program by the State Highway Commission on July 17, 1951. Subsequent to that date the County Court of Polk County was contacted with reference to the Federal aid requirement that it is necessary for this local subdivision of government to approve the projects selected on the federal secondary highway system, both the state roads and the county roads.
>
> That contact was made, and on October 23, 1951, the Polk County Court, acting through its--a letter signed by its county judge, advised that---"
>
> (see tr for interruption by W. C. Winslow)
>
> "They advised that they thought it was a matter for the Highway Commission itself to act upon but they would prefer that a project on the Dallas-Kings Valley secondary be placed on the program prior to the consideration of this project, and the State Highway Commission, in its endeavor to work with and in harmony with the county courts and local people, acquiesced."
>
> THE COURT: Pardon me, have you finished?
>
> "A I just want to say, they acquiesced to the request and on May 26, 1952, they transferred the funds set up from the Rickreall-Dolph corner job to the Fern Corner-Burns Corner job, which job was contracted on May 26, 1952--no, on August 19, 1952." (Underscore ours).

Thus it will be noted that the Commission went all out to acquiesce in the wishes of the people of Polk County---the available funds were expended according to the request of its County Court. The Court will note that the Federal Aid Secondary statute alluded to in the above exchange of letters is the very law (Sec 1(b) of the Federal Aid Highway Act of 1950) read into the record by this writer before your Honor on October 31, 1955.

The very one about which Mr. Winslow said was "the wrong statute" but which he, after lunch hour in the same hearing, himself read to your Honor (but not on the record, at your Honor's request to the reporter). Thus as the record clearly shows funds not being available the Delph Corner-Rickreall matter perforce lay dormant.

Mr. Winslow asserts that it did not lay dormant, but that the Commission decided in 1951 to adopt the proposed route requested by the Polk County Court in 1945 (Pl. Ex. 1). As his basis for this claim he points to the testimony of Harland of a conversation Harland had with Commissioner Reynolds at the latter's place of business in Eastern Oregon and upon an exchange of letters between the two (Pl. Ex. 14, 15, 16 and 17). That these conversations and letters have no probity in this proceeding is admitted by all as shown by a casual reference to the record as follows:

> Transcript page 326:
> "MR. LINDAS: Now I want to make a couple of comments about some statements of Mr. Winslow made and then I want to summarize and I will stop, your Honor. The first thing is with respect to a letter from Reynolds back in 1951. Well, the Court well knows under the laws of our state and under the authorities granted to the Commission by code and the pronouncements by our Supreme Court, one commissioner cannot bind another commissioner;*****."
> THE COURT: I think the Court--I say, I think the Court can accept that without any discussion."
>
> Transcript page 330:
> "MR. W. C. WINSLOW: *****
> Now he refers to the Reynolds letter and he says Mr. Reynolds can't bind the Commission, NOR DO WE CONTEND THAT HE CAN, YOUR HONOR."(caps ours).

How, then, can it be said that the Highway Commission <u>adopted</u> the route back in 1951. There is absolutely nothing in the record of this suit showing that the Highway Commission adopted this route. True, in 1951 it notified the Polk County Court of its intention to adopt the route, and do it under the <u>Federal</u> Secondary Highway Aid act--as a FEDERAL secondary route. But this intention was dependant upon the assent of the Polk County Court. However, the Polk County Court while not dissenting to the selection, asked that the available funds be used on another project of its selection. (See Pl. own Ex. 2). The request was acquiesced in and the

available funds used accordingly. What then? Did the Commission then adopt the route and seek funds for its construction. It did not, for the funds were used elsewhere in Polk County. The matter thus lay dormant.

1953 As just mentioned, the Highway Commission did not adopt a route in 1951. It did not adopt a route in 1952. It did not adopt a route in 1953. It did not adopt a route in 1954. However, during the year of 1953 the Legislature enacted the following statute:

> ORS 366.256 "Willamina-Salem Highway. The Willamina-Salem Highway runs from a junction with the Salmon River Highway west of Willamina, easterly via Rickreall to a junction with the Pacific Highway East in Salem."

It thus appears that the Legislature had in mind a direct route from the State Capital at Salem to the Sea via the State Primary Salmon River Highway, and in so doing it of course left to the Commission the selection of the route. Let us note that the Legislature did, however, designate that from the Salmon River junction the route was to run EASTERLY. It is fair to assume that Mr. Harland was cognizant of the foregoing law.

Then what happened? Did the Commission adopt the segment from Dolph Corner to Rickreall about which Harland now complains? No. On December 10, 1953, it passed a resolution which is Pl. Ex. 5 in this suit. In conformance with the foregoing legislative enactment the Commission declared that the newly designated highway shall follow the route from the present junction of the then secondary Dallas-Coast Highway with the Salmon River Highway to a point southeasterly known as Dolph's Corner; that from Dolph's Corner the newly designated highway should run southeasterly to Rickreall; and from Rickreall the newly designated highway should follow the route of the existing primary Salem-Dallas Highway into Salem. Having thus outlined a general direct route from Salem to the Salmon River Highway the Commission then declared that the entire Willamina-Salem Highway to be a state primary highway--having thus created a direct route from the State Capital at Salem with the Oregon Coast. It will be noted that the resolution retained the classification of state primary to that section from Salem to Rickreall; that it <u>originally</u>

classified the section to be selected from Rickreall to Dolph Corner as a state primary highway; and that the segment from Dolph Corner to its junction with the Salmon River Highway was reclassified from a state secondary to a state primary. The entire route of the Willamina-Salem Highway, those portions existing, and that portion TO BE SELECTED and NEWLY CONSTRUCTED, were classified as a state primary. Let us remember that the Commission did not adopt and select the route of the new segment to be constructed between Rickreall and Dolph Corner.

Harland says that the Commission had no authority, or improperly, back in 1953, classified the route to be selected that would form that part of the newly designated Willamina-Salem Highway between Rickreall and Dolph Corner. It so happened that the route finally selected in 1955 lay across lands owned by Mr. Harland. He claims to have established by the evidence that the route had been selected in 1951. The evidence simply does not bear out his contention. Let us go on chronologically and see what happened next.

1954 Through the rest of 1953 and during the year of 1954 the matter again lay dormant of any action toward selection by the Commission of a route from Dolph Corner to Rickreall. Indeed it was not until the middle of the year 1955 that anything further was done in the matter.

1955 Thus further action on the project languished until April of 1955. Plaintiff introduced in evidence his exhibit No. 12. This is a letter of the Commission dated April 19, 1955, directed to Harland, inviting him to attend the next regular meeting of the Commission at Portland on May 25 and 26, 1955. The Court will expressly note that the communication states that the Commission at its regular meeting on April 13, 1955:

> "discussed briefly the proposed location of the Salem-Willamina Highway between Rickreall and Dolph Corner. The Commission deferred action in the matter until its next regular meeting which is scheduled to be held in Portland on Wednesday and Thursday, May 25 and 26, 1955."

The Court is further urged to note that Harland was invited to attend and

"express your views on the subject."

This invitation to Harland further suggests that Harland call in others to

the meeting:

> "Should there be others in your vicinity who would like to be heard on the subject, it will be satisfactory for them also to be present, and they will be given an opportunity to express themselves."

Does this indicate any prior adoption of the route later selected? Patently not.

The record before us next discloses plaintiff's exhibit No. 13, which is a letter from the Commission to Hollis S. Smith, Mayor of Dallas. It says in part as follows:

> "This note is simply to confirm the appointment that I made for you to discuss with the State Highway Commission at its next regular meeting improvement of the Salem-Dallas Highway." The next regular meeting of the Commission is scheduled to be held in Portland on Wednesday and Thursday, May 25 and 26, 1955. Delegations will be heard on the second day, Thursday, May 26, ***."

It appears from the foregoing request that the Mayor of Dallas desired to discuss improvement of the Salem-Dallas Highway as distinguished from the matter of Harland's complaint.

Harland's response to the Commission's invitation to the May 25-26, 1955 regular Commission meeting at Portland was to request that a meeting be held at Rickreall so that he would not have to journey to Portland. In this vein is the following undisputed testimony of Harland's own witness, Mr. Glaisyer:

> "I notified Mr. Harland by letter in conformity with the Commission's instructions and he replied that he didn't see why the hearing couldn't be held, a hearing couldn't be held in Rickreall or Dallas. I presented that letter to the Commission and they said, as a matter of courtesy to Mr. Harland, we would hold a hearing in Rickreall and asked me to make the arrangements, which I did." (Tr. 43).

And so it was, that on May 24, 1955, a hearing of the Commission was held at Rickreall. And what of this public meeting? It is reported in plaintiff's Exhibits No. 6 and No. 7. From Exhibit No. 6 we learn that present were about 85 people from Rickreall, Dallas and Salem. From Exhibit No. 7, which appears to be the minutes set down by the Secretary, we learn some interesting facts:

James Walton, Representative of Salem, says in part:

> "We do not want to tell you where to build the highway; that should be up to economic analysis that shows greatest return to the people."

Mr. Walton presented a petition signed by 3,320 people urging action by the Commission.

E. H. Thompson, President, Salem Chamber of Commerce, says in part:

> "Want to go on record as favoring route selected by Highway Commission at this time."

E. C. Kennedy, Vice President, North Santiam Chamber of Commerce says in part:

> "Have no particular interest in what route is selected but we urge action on the route to eliminate the bottleneck."

Mr. Francis, City of Salem, says in part:

> "They are not interested in the route or to tell you anything in that way." "City Council is interested in improvement of this highway."

Calvin Barnhart, County Judge, Polk County, advocated an improved highway from Salem to Dallas.

Harland, plaintiff in this action, of course opposed the route that would cross his property on the diagonal.

Winslow, his attorney, appeared also, apparently on behalf of Harland.

Ross Simpson, a resident at Dolph Corner recommended improvement of the present road.

And there you have it. A special public hearing at the specific request of Harland, and which meeting Harland now says was held in extreme bad faith so much so to be a fraud of the Commission upon him, because the Commission had already back in 1951 determined upon a route that traversed his lands. It is respectfully submitted that not one iota of proof of any official act of the Commission has so far been found in all of these exhibits disclosing the adoption of ANY ROUTE by the Commission up to this time in our narrative. (May 24, 1955).

But let us go on. The public meeting held at Rickreall is

interesting also from the standpoint of the Polk County people WHO APPARENTLY DID NOT ATTEND. We ask for example, "Where were the representatives of the following Polk County groups:

City of Dallas
Dallas Chamber of Commerce
Dallas Jr. Chamber of Commerce
Dallas Lions Club
Dallas Rotary Club

All of these organizations, and others from the area, were represented at the regular meeting of the Commission on May 26, 1955, at Portland, as will be discussed in more detail shortly.

On this point there arose at the Dallas trial before your Honor some evidence of whether or not Mayor Smith of Dallas had prior notice of the special public meeting held at Rickreall. Excerpts of evidence are as follows:

Mr. Glaisyer, witness for Harland on cross-examination:

"Q. With reference to Plaintiff's Exhibit 6, which were the minutes of the Commission meeting at Rickreall, I ask you, were you present at that meeting, Mr. Glaisyer?"
A. I was.
Q. Was the Mayor of Dallas present at that hearing?
A. He was not.
Q. Was he notified to be present, sir?
A. Yes, he was informed of the hearing."
(Tr. 39)

Redirect by Winslow:

"Q. You say the mayor was notified of the Rickreall hearing,*****do you know now how that was done?"
A. I just don't recall offhand whether it was by telephone or by letter, but I thought--I know I notified him and I thought perhaps that he could make the presentation to the Commission at Rickreall rather than to go this long distance to Portland, take the time to go to Portland."
(Tr. 41)

Hollis Smith, Mayor of Dallas, called as witness for Harland:

"Q. Now did you receive some notice from Mr. Glaisyer of the meeting at Rickreall?
A. Nothing by letter and I can't remember whether he called me or not."
Q. Did you attend the Rickreall meeting?
A. No, I did not.
Q. And did you attend this meeting, the appointment that was made there by that letter just received, Exhibit 13?
A. We attended the meeting in Portland.
Q. And did you present the matter as outlined in the transcript here on behalf of the City of Dallas and the other institutions?

A. Yes, we did.
Q. How many people went with you from Dallas, Mr. Smith?
****
A. I was accompanied by the president of the Chamber of Commerce, the city attorney, and Mrs. Marsters. There were four accompanying—three accompanying me."

Hollis Smith, on cross-examination:

"Q. Mr. Smith, prior to the meeting at Rickreall you knew of the time, place and date of that meeting, did you not?
A. Of the Rickreall meeting?
Q. Yes.
A. Yes, I knew of it."
(Tr. 51-54).

So, the Mayor of Dallas, and all those he represented at the regular Commission meeting in Portland on May 26, 1955, did not attend the special meeting in their own locale at Rickreall on May 24. Why? Some light on this aspect may be gleaned from testimony of Mr. Glaisyer:

(As witness for Harland)

(Cross-examination)

"Q. Mr. Glaisyer, making reference to the delegation that appeared before the Commission on May the 26th as set out in Plaintiff's Exhibit 8, do you recall whether the Mayor of Dallas was present at that hearing?
A. Yes, he was there.
Q. Do you know of your own knowledge whether that was his sole reason for being present that day, sir?
A. I was informed that that was the sole reason that he was there.
Q. Do you know what purpose he was there for, sir?
A. To discuss the Salem-Dallas Highway.
***
Q. That was the Salem-Dallas Highway you were referring to, Mr. Glaisyer?
A. Yes.
Q. That was not the Dolph Corner-Rickreall section?
A. No, he told the Commission at that time that he was not interested in the Rickreall-Dolph Corner section."
(Tr. 39, 40)

Let us now glance at Plaintiff's Ex. 9 which are excerpts from minutes of the regular Commission meeting at Portland on May 26, 1955.

"The following people were present:
Mr. Hollis Smith, Mayor;
Mr. Otto B. Adolph, President, Chamber of Commerce;
Mr. Lynn McCulley, City Auditor; and
Mr. C. L. Marsters, City Attorney.
Mayor Smith acted as spokesman and introduced the other members of the delegation.
He presented a resolution adopted by the City Council of the City of Dallas, urging IMMEDIATE IMPROVEMENT OF THE SALEM-DALLAS HIGHWAY

and
CONSTRUCTION OF AN ACCESS ROAD FROM DALLAS
to the
DOLPH CORNER-RICKREALL SECTION WHEN THIS NEW
SECTION IS CONSTRUCTED.

He also presented
a resolution from the Dallas Chamber of Commerce,
a resolution from the Dallas Junior Chamber of Commerce,
a resolution from the Dallas Lions Club,
a resolution from the Dallas Rotary Club,
a letter from Gerlinger Carrier Co., and
a letter from the Willamette Valley Lumber Company,
ALL ENDORSING THESE SAME IMPROVEMENTS."

Three facts are thus abundantly clear:

First: That many influential people and groups were NOT interested in telling the Commission what route to select.

Second: That on the very record of this case Harland stands virtually alone in his claim that the route selected by his witness Cooper (not over his lands) is the best route.

Third: That the above-named groups obviously did not elect to attend the Rickreall meeting for the very reason that they had no desire to enter into the matter of which route should be adopted.

Mr. Winslow himself admits this last as is shown by his statement in the form of a question to Harland's OWN WITNESS, Glaisyer, on re-direct examination:

(On the subject of whether or not Glaisyer notified Hollis Smith of the Rickreall meeting).

WINSLOW:
"Q. Let me see if I can't refresh your recollection on it, Mr. Glaisyer. Isn't it a fact you called him and told him about the Rickreall hearing and HE TOLD YOU THAT SO FAR AS DALLAS AND THE ORGANIZATIONS HERE IN DALLAS <u>THEY DIDN'T WANT TO ENTER INTO THE HARLAND CONTROVERSY</u> AND THEY PREFERRED TO HAVE THEIR OWN HEARING?
A. Well, that--YOU MAY BE RIGHT. I wouldn't want to say positively."
(Tr. 42).

While on the subject of the above quoted from plaintiff's Exhibit 8 let us clear up another point. It will be remembered that Harland has steadfastly claimed that the Commission had adopted a route back in 1951. We have demonstrated that from 1951 until May 26, 1955, there is positively no act of the Commission in this record showing that to be the fact. However, on May 26, 1955, for the first time the Commission officially

adopted the route from Rickreall to Dolph Corner--the one that crosses Harland's lands on the diagonal. (Def. Ex. G). Thus it was, on the afternoon of May 26, 1955, when the Dallas delegation presented its above-mentioned request to the Commission they were advised by the Commission, and we quote from plaintiff's Exhibit 9:

> "Chairman Chandler stated that the Commission TODAY HAD ADOPTED the SURVEY for relocation of the section of the Willamina-Salem Highway between Rickreall and Dolph Corner and that to complete this section of the road would take all the available funds for this area for several years. Improvement of the present road, he stated, is a question of money and there is none now available."

The Court will note that the Commission was requested to expend the available funds on the Dallas-Salem highway and to build a connection road from the to be constructed Rickreall-Dolph Corner section to Dallas. It was a situation not unlike that of 1951 when the Commission sought consent of the County Court for federal-aid secondary funds. In 1951 the County Court asked that the available money be spent elsewhere in Polk County, and the Commission acquiesced. In 1955 Dallas people asked that a connection be made from the Rickreall-Dolph Corner section when constructed to Dallas, and, improvement of the Dallas-Salem Highway. Again it was a question of available money.

Next what occurred. See defendants' Ex. C. This is a request of the Commission to the Federal Government that the Willamina-Salem Highway in its entirety be added to the FEDERAL-AID PRIMARY System in Oregon.

On July 27, 1955, word was received (Def. Ex. D) from the Federal Government that the request of the Commission was approved.

On August 18, 1955, the Commission submitted to the Government a FEDERAL-AID PRIMARY HIGHWAY PROGRAM (Def. Ex. T), which asks that Federal Aid PRIMARY funds be allotted to the Dolph Corner-Rickreall section.

On September 7, 1955, the Government approved the projects and agreed to allot funds from the Federal Aid PRIMARY Highway system. (Def. Ex. U).

And there it is--the recorded story--and in connection with the

above matters let us recap for a moment the general outlook as respects State Primary and State Secondary Highways as constrasted with the Federal Aid system. We must always remember that the Federal Aid system exists for purposes of allocation of funds--either as Federal Aid SECONDARY or Federal Aid PRIMARY.

Section 3 (b) of the Federal Aid Act of 1944, and subsequent Federal Aid Acts, provide specified sums of money for projects on "secondary and feeder" roads and requires that this particular fund be expended only on roads that are selected by the state in cooperation with the county. This is the only statutory requirement that the approval of the county be obtained before spending money on improvement of a so-called secondary highway.

The designation of primary and secondary highways for the purpose of expenditure of Federal Aid funds is set forth in Section 6 of the Federal Highway Act of 1921, as amended, and provides that "The Secretary of Commerce shall have authority to approve in whole or in part the systems as designated or to require modifications or revisions thereof." (THIS CLASSIFICATION IS SOLELY FOR THE ALLOCATION OF FEDERAL AID FUNDS and bears no relationship to the classification of highways of the State Primary or State Secondary Highway Systems.)

With regard to the Dolph Corner-Rickreall Section of the Willamina-Salem Highway, the highway department recommended that it be constructed with Federal Aid Primary Funds (Def. Ex. T) and requested approval of the project to use such funds. Pursuant to the authority of Section 6 of the Federal Highway Act of 1921, as amended, the approval of this project for use of Federal Aid Primary funds was approved by the Bureau of Public Roads. (Def. Ex. U). Thus the Federal Government approved the placing of this new section of road on the Federal Aid Primary System and approved the project for expenditure of Federal Aid Primary Funds. No approval of the county is required for the expenditure of Federal Aid Primary Funds on any State Highway.

Harland confuses the classification of highways under the Federal Highway Act for the purpose of allocation of Federal Aid money, with the

classification of highways under the State law into a State Primary System and a State Secondary System. There is no correlation whatsoever between these two classifications of the same highways. A State primary highway may be either a Federal Aid Primary or Federal Aid Secondary for the purpose of allocation of Federal Aid Funds. Federal Aid Primary Highways include highways that are both State Primary and State Secondary Highways. Federal Aid Secondary Highways (the only ones requiring approval of the county for expenditure of federal aid money) include State Primary Highways, State Secondary Highways and county roads. (See Probert's testimony, Tr. pps. 225-227.)

For the further assistance of the Court, we set out the following chart:

Name of Highway	State Highway Classification	Federal Aid Highway Classification
Willamina-Salem	Primary	Primary
Cascade Highway (Columbia Blvd. to Ore. City via 82nd Av.)	Secondary No. 160	Primary No. 41
Alsea Highway	Primary No. 27	Secondary No. 144
Salem-Dayton	Secondary No. 150	Secondary No. 116
Corvallis-Newport	Primary No. 33	Primary No. 22
county roads	not on State highway system	Secondary

The foregoing are but a few examples showing the irreconcilable status of the two systems. It points up the futility of using one with, or against, the other--like comparing apples with houses. It emphasizes also that back in 1953 when the Commission passed the resolution complained of that Resolution simply established the Willamina-Salem Highway as a State Primary--not a Federal Aid Primary--and a State Primary Highway that by any standard should be labeled a highway of prime importance. It was not until 1955 that action was taken by the Commission that resulted in the allocation of Federal Aid Primary funds to this project. (Defs. Ex. T.-U.). Another backward glance at the chart illustrates also that even county roads, which are not on the State Highway System at all, are classified as Federal Aid Secondary highways. The Federal Aid Highway Classification

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Further Memorandum-page 13.

is but a vehicle for the allocation of funds for highway construction. Thus a county road becomes a secondary highway under the federal plan so that it can participate in federal fund allocations.

Indeed, we repeat, the Willamina-Salem Highway, set up by the legislature, which will when the new segment is constructed, provide a more direct route from the State Capital to the Ocean, would seem to be by any definition a route of primary importance.

Let it be remembered:

There is no state or federal law that requires approval of the county court of the construction of a State Primary or a Federal Aid Primary, before federal funds will be allotted.

There is no state or federal statute requiring approval of the county court for expenditure of Federal Aid funds on a state secondary highway.

To our knowledge there is no state statute requiring approval of the county court of expenditure of Federal Aid funds on any state highway regardless of its federal-aid classification.

Thus the Willamina-Salem Highway classified as a State Primary highway requires no approval by the County Court, and

Its classification as a Federal Aid Highway and the allocation of Federal Aid primary funds thereto requires no approval of the County Court.

Harland has attacked the resolution adopted by the Commission back in 1953, (Pl. Ex. 5), which resolution is set forth in the complaint, as being a fraud upon him. This resolution pertains only to the classification of highways on the State Highway System and has nothing whatsoever to do with the classification of Federal Aid Highways. The resolution and the classification of highways that it affects has no bearing at all on the allocation of federal aid funds or the rendering of the highway eligible for either Federal Aid Primary or Federal Aid Secondary funds. This resolution, as recited in the resolution itself, was adopted pursuant to the authority of the state law and not under authority of the Federal Highway Act of 1921, as amended, and is wholly irrelevant.

Further Memorandum-page 14.

The placing of this new section of highway upon the Federal Aid Primary system, thereby making it eligible for Federal Aid Primary funds, was accomplished solely by the recommendation of the Highway Commission and the Approval of the Bureau of Public Roads. (Defendant's Ex. T and U).

The approval of the project for construction of the Dolph Corner-Rickreall Section has been accomplished in accordance with the Federal Aid Highway Act of 1921, as amended, and has received the complete approval of the Secretary of Commerce, through the Bureau of Public Roads, for the expenditure of Federal Aid Primary funds. The plaintiff has no standing in this or any other court to prevent the expenditure of these federal aid funds on this project, which expenditure has been approved by the Federal Government as meeting all its requirements for expendture of Federal Aid Primary Funds.

In passing we will advert for a moment to defendants' Ex. H. This is a contract between the Commission and Polk County Court. It is dated September 22, 1955. As shown in the recitals the Dolph Corner-Rickreall section of the Willamina-Salem Highway will cross Polk Station County Road and also John Covil County Road. In essence the agreement calls for a closure of the John Covil County Road at the two points where the right of way lines of the new highway will cross it. The state is to construct at its expense a connection road parallel to the Dolph Corner-Rickreall section and connecting Polk Station County Road and John Covil County Road. After its construction the County will assume jurisdiction of the connection road. The agreement speaks for itself as to its specifications. It was introduced to provide the Court with a complete panoramic view of the entire matter; for it must be obvious to all that the County Court was not obliged to permit the closure of the county road. If opposed to the route of the new highway the County Court could have further opposed its construction as planned by the simple expedient of declining to enter into the agreement. However, no one claims the agreement as a consent of the County Court that the State might use to obtain Federal Aid Secondary funds. Since 1951 there is nothing in the records of the Polk County Court, nor in the records of this suit, that show any action by

Further Memorandum-page 15.

the Commission seeking consent of the County Court. It is inescapable, however, that the County Court was not 100% opposed to the construction of the project. The Court would want to know of this contract in view of the repeated assertions of plaintiff that the County Court was unalterably opposed to the project as approved in May of 1955.

Your Honor has requested further enlightenment on aspects of the Benefit Quotient. The same will follow this draft within a few days.

It might not be amiss at this juncture to observe that Plaintiff has failed utterly to prove abuse of discretion amounting to a fraud upon him. Indeed, in looking back over the record one can hardly escape the impression that Plaintiff has gone "all out" to prevent the laying of the projected highway over his land as now planned. No one will censure him for his desire to remain undisturbed. But it must be obvious to the Court that if every landowner could obtain an injunction on the evidence adduced by Plaintiff here, then highway construction would be at a standstill. We believe the "climate of the case" is well set forth in the following quotes taken from the record of this case as follows:

Mr. Winslow says--page 5 of Tr.:

> "I will say that this is a suit to enjoin the members of the State Highway Commission from letting any contracts or doing any work in connection with a cut-off road leading from what will be referred to quite extensively in this record as Dolph Corner."

Mr. Winslow--at page 7 of Tr.:

> "Mr. Harland, who is the plaintiff in this case and who has a ranch out here through which this place will <u>go diagonally</u> and who has been opposed to this route <u>for that reason</u>."

Mr. Winslow--at page 136 of Tr.:

> "We can go in and get there damages (sic) but we can't <u>stop them from going across</u> in the condemnation case, your honor."

Mr. Winslow--his Reply Brief--page 5:

> "<u>He is attempting</u> <u>to keep his place from being severed</u> as the Highway Commission proposes to sever it."

Mr. Harland has every right to question the efforts of the Commission, yes, but we wish to point out that he represents only himself for the avowed purpose above set out by his counsel. Oh, yes, Mr. Harland

has testified of an offer of 50 feet along the north side of his property along the Basket Slough Route (Tr. 74)—the watery slough route which would no doubt result in enhancing the value of the slough edge of his property by drainage construction aspects--and moreover, along a route that was not even selected by his own man Cooper--who was unable to tell us whether or not his route would even touch Mr. Harland's property. (Tr. 122).

Yes, the kernal of this case is as Mr. Winslow says at page 332 Tr.:

> "The record is that Mr. Harland doesn't want this road to go where they are establishing it."

Absolutely no one blames Mr. Harland for that. It is very common to see city streets and state highways run within a few feet of one's front door, between his house and barn, divide his acreage, leave bad corners, take out entire five-story factories and many other businesses of great and small degree.

However, the allegations and proof in the record of this case fall far short of that required. More than that, there is not one iota of proof showing a fraud of the Commissioners upon Mr. Harland. The injunction should not lie.

Charles Peterson
Of Attorneys for Defendants.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF POLK

NOTED
State Highway Engineer

JOSEPH H. HARLAND,

Plaintiff,

vs.

BEN R. CHANDLER, CHAS. H. REYNOLDS, and M. K. McIVER, constituting the STATE HIGHWAY COMMISSION,

Defendants.

No. 13306

ADDITIONAL MEMORANDUM REQUESTED BY THE COURT

TO: THE HONORABLE ALFRED P. DOBSON, JUDGE OF THE ABOVE-ENTITLED COURT.

At a supplemental hearing in the above matter before your Honor on October 31, 1955, the Court requested additional brief on certain matters. On November 3, last, we forwarded our brief covering all matters except "Benefit Quotient".

Herewith following is a short discussion of the "Benefit Quotient":

The method of explanation of the Benefit Quotient has been expressed in great detail in Bulletin No. 7 and in Mr. Williams' Condensed Resume in particular, which are Defendants' Exhibits "E" and "F" respectively. Mr. Cooper, the complainant's witness, does not dispute the competence of these data.

Expressed in the most simple language the improvement to the route BC will not materially shorten the line, reduce the time in transit, or reduce the hazard of operation for 3,800 vehicles per day. In contrast, the material reduction in distance of 2.65 miles, the reduction in time in transit, and hazard of operation for 800 vehicles per day on line AB, will bring about a benefit quotient of 8.24.

The benefit quotient of 8.24 is computed as follows: The estimated annual cost of construction, maintenance and operation equals $27,440. This is based upon the estimated cost of construction and interest divided by thirty (30) years which is the estimated life of the improvement plus the estimated annual maintenance and operation costs. The estimated annual benefits to the road users during the same thirty year period are $226,259 which represents a savings by distance reduction of $147,478, improved roadway surface $4,953, reduction in rise and fall $12,744, improved alignment $4,704, and savings in time

to vehicle occupants of $56,380 in accord with the details explained in Mr. Williams' Resume.

These benefits are savings to the road users in vehicle costs such as savings in motor fuel consumption, tire wear, vehicle depreciation, and the time savings to the vehicle occupants. In contrast to this, the annual cost of the line BC is $23,300, and the annual benefits are $29,620 based upon the same factors as outlined for line AB. This results in a benefit quotient of 1.27.

While there is 4.75 times as much traffic on line BC as on line AB, there are 6.5 times greater benefits on line AB in comparison with line BC. More specifically, on line AB on a vehicle trip basis there are 36 times greater savings than on line BC. This is obtained by dividing the benefits of 44.28 cents per vehicle per trip on line AB by the benefits of 1.22 cents per vehicle per trip for line BC. In other words, facts prove that the material savings to 800 vehicles is so much greater than the minor savings to 3,800 vehicles, that the building of line AB is paramount.

A detailed explanation of the procedure in making an Economic Analysis is attached.

The values used in the development of the benefit quotient for the AB line (Dolph Corner to Rickreall) which is defendants' Exhibit R are explained hereinafter by outlining in detail the various steps and computations for the analysis as developed in Technical Bulletin No. 7, entitled "The Economics of Highway Planning" by the Oregon State Highway Department (Def. Ex. E) and outlined in Mr. Williams' condensed Resume (Def. Ex. F).

Taking the Traffic Income form for AB we have an estimate of 800 vehicles per day that would use this line if it were completed and in operation today. These 800 vehicles multiplied by 365 days in a year give 292,000 vehicles per year on the AB line. Projecting this traffic ahead in order to obtain the average annual vehicle traffic for the next 30 years, we use a factor of 1.75. This is a projection factor based upon the increase of population, gasoline consumption, vehicle registrations and vehicle volume. Multiplying the 292,000 vehicles per year by the factor of 1.75, we obtain 511,000 vehicles per year which represents the projected average annual vehicle traffic for the next 30 years on the AB line.

Multiplying this 511,000 vehicles per year by the percentages of vehicle classification of 72.7 for passenger cars, 8.4 for light trucks, 7.3 for heavy trucks, 11.4 for trucks with semitrailer, and 0.2 for trucks with full trailers, we obtain a projected average annual vehicle classification of 371,497 passenger cars, 42,924 light trucks, 37,303 heavy trucks, 58,254 trucks with semitrailer, and 1,022 trucks with full trailer. The percentages for vehicle classification are obtained from manual traffic counts where the total vehicle traffic for a given period of time is tallied by vehicle types.

The column of values on average annual traffic projected tons, is obtained by multiplying the projected average annual vehicle traffic for each vehicle classification by the average weight in tons of the various vehicle classification. The various weights in tons for the different vehicle types are obtained from truck weight studies conducted by the highway department. This multiplication gives us an average annual projected tons of 650,120 for passenger cars, 88,939 for light trucks, 274,140 for heavy trucks, 1,396,290 for trucks with semitrailer, and 26,051 for trucks with full trailers. Adding these tons together we have 2,435,540 average annual tons for the 511,000

average annual vehicles on the AB line.

In order to arrive at the average annual vehicle miles and the average annual ton-miles during the life of the project we multiply the average annual projected vehicle traffic of 511,000 by 4.45 miles (the length of the proposed improvement) and obtain 2,273,950 average annual vehicle miles. Likewise we multiply the average annual projected tons by 4.45 miles and obtain 10,838,153 average annual ton miles.

The items at the bottom of the form listing the average weight of trucks in tons and all vehicles in tons is a division of average annual projected tons for total trucks and busses of 1,785,420 tons by the average annual projected traffic of 139,503. This gives 12.798 tons per truck as the average weight of trucks. Likewise the average annual projected tons for total all vehicles of 2,435,540 tons divided by the average annual projected traffic of 511,000 gives 4.766 tons per vehicle as the average weight of all vehicles. The percentage of truck traffic is the difference between the passenger car percentage of 72.7 per cent and 100.0 per cent, or the summation of the truck classification percentages. As previously mentioned, these percentages are obtained from manual classification counts made in or near the section of highway in question. An amortization period of 30 years is used in the economic analysis.

The Mileage Element Saving form for AB is the next form to be completed. The circled values of 23,496 and 37,488 immediately under the heading indicate the number of feet in the overall length of the proposed improvement and the existing route. These values will be referred to later. Under the section on "Distance", we have length in miles of 4.45 (this is shown as 4.43 on the map entered as Defendants' Exhibit A, but 4.45 was used in the economic analysis prior to the map being prepared) on the proposed improvement between points A and B and 7.10 on the existing highway between points A and B. The distance saving in miles is the difference between the length of the proposed improvement of 4.45 miles and the length of the existing highway of 7.10 miles. This gives a distance savings of 2.65 miles. The average annual traffic in tons of 2,435,540 is taken from the fourth colum of the previously completed Traffic Income form. This represents the average annual traffic in tons that will be diverted from the existing highway to the proposed improvement. It is this

traffic that will benefit from the improvements of the proposed construction. The annual traffic saving in ton miles is the average annual traffic in tons of 2,435,540 multiplied by the distance saving in miles of 2.65 miles for a total annual traffic saving of 6,454,181 ton miles. Putting this another way if this average annual traffic of 2,435,540 continued to travel on the existing highway we would multiply the average annual traffic of 2,435,540 by 7.10 miles and have an annual ton miles of 17,292,334. This same annual average traffic of 2,435,540 traveling over the proposed improvement of 4.45 miles gives an annual ton miles of 10,838,153. The difference between 17,292,334 annual ton miles and 10,838,153 ton miles gives 6,454,181 ton miles. The operation cost in dollars per ton mile is taken from figure 114, page 274, Technical Bulletin No. 7, The Economics of Highway Planning, Defendants' Exhibit A. This figure is a plotted graph showing the operating cost in cents per ton mile for various average truck weights, by per cent of truck traffic. This graph is explained on page 275 and 276 of Technical Bulletin No. 7. Returning to the cost in dollars per ton mile for the AB line we refer to the Traffic Income form to get the average weight of trucks of 12.798 tons or 25,596 pounds and 27.3 per cent of truck traffic. Finding the coordinates for these values of 25,596 pounds and 27.3 per cent of trucks on figure 114, we obtain an operating cost of 1.828 cents per ton mile. This value is increased by 25 per cent to compensate for increase cost today, thus multiplying the operating cost of 1.828 cents per ton mile by 1.25 gives an operating cost of 2.285 cents per ton mile or 0.02285 dollars per ton mile. This cost per ton mile of $0.02285 multiplied by the annual traffic saving of 6,454,181 ton miles gives an annual distance saving of $147,478 for the proposed AB line over the existing highway between points A and B.

The next section on the Mileage Element Saving form is "Surface". Roadway surfaces are grouped into four surface types as outlined on page 278 of Technical Report No. 7. The surface type is the average surface condition found throughout the section between two termini such as AB as in this particular study. The coefficient for each surface type is indicated on page 288 of Technical Bulletin No. 7 and an explanation of these coefficients are obtained from pages 277 through 288 of Technical Bulletin No. 7. These coefficients are an indication of the saving that would be obtained by a change from one surface

type to the other. Returning to the roadway surface type on the Mileage Element Saving form for the AB line, the proposed improvement is Type IV with a coefficient of 0.00 as shown on page 288, Technical Bulletin No. 7, and the existing highway between points A and B is Type IV-. This Type IV- indicates that the existing surface type is not as good as the proposed surface will be, but it is better than a Type III surface. A Type III surface has a coefficient of 0.03, therefore Type IV- is someplace between a coefficient of 0.00 for a surface Type IV and a coefficient of 0.03 for a surface Type III. A coefficient of 0.02 was used for the surface Type IV- in this analysis. The difference between the proposed roadway surface type coefficient of 0.00 and the existing roadway surface type coefficient of 0.02 gives a saving coefficient of 0.02. The average annual traffic of 10,838,153 ton miles is taken from Column 6 on the Traffic Income form. This represents the total annual average ton miles of travel on the proposed AB line during the 30-year life of the project. The saving in dollars per ton mile is obtained by multiplying the operating cost in dollars per ton mile of 0.02285 as obtained for line 5 under "Distance" by the saving coefficient of 0.02, line 2 under "Surface". This gives $0.0004570 per ton mile. Multiplying the average annual traffic of 10,838,153 ton miles by the saving of $0.0004570 per ton mile gives the annual saving of $4,953 that will be realized on the proposed AB line compared with the present highway between points A and B through improved roadway surface.

The next sections on the Mileage Element Saving formare "Rise and Fall", and "Gradient". These two sections are closely related and have been combined under present analysis procedure. In working these two sections together, the method of analysis has been changed from the outline as given in Technical Bulletin No. 7, but the end results are comparable.

Under the section of "Rise and Fall" on the Mileage Element Saving form there are 190 feet of rise and fall on the proposed AB line and 1,074 feet of rise and fall on the existing highway between points A and B. These values are determined from the changes in elevation as taken from construction profiles or United States Geological Survey Maps showing elevation contour lines. The next line of saving in feet is not used in the present method of analysis, so

it is left blank. The line saving in foot tons is changed to foot tons and is obtained by multiplying the rise and fall of the proposed improvement and existing highway by the average annual traffic of 2,435,540 tons as taken from column 4 of the Traffic Income form. As mentioned previously under the section on "Distance", this is the traffic that will benefit from the proposed construction. Multiplying the average annual traffic of 2,435,540 tons by 190 feet of rise and fall on the proposed line AB gives 462,752,600 foot tons. The 2,435,540 tons times 1,074 feet of rise and fall on the present highway gives 2,615,769,960 foot tons.

At this point it is necessary to determine the per cent of gradient for the proposed improvement on the AB line and the existing highway between points A and B. This is accomplished by dividing the rise and fall in feet for each route by the total length in feet for each route. The values for the proposed AB line of 190 feet rise and fall divided by 23,496 feet (the number of feet in 4.45 miles and indicated with a circle immediately under the page headings on the Mileage Element Saving form) gives 0.81 per cent grade. This value is entered in the "Gradient" section under the new route column. Dividing 1,074 feet rise and fall on the existing highway by the 37,488 feet (7.10 miles) between points A and B by the existing highway, gives 2.86 per cent grade and this is entered in the "Gradient" section under existing route. These are the only entries in the "Gradient" section. All other spaces are left blank.

The fourth line under the "Rise and Fall" section is the cost in dollars per foot-ton and not the savings in dollars per foot-ton as shown. The cost in dollar per foot-ton is computed separately for trucks and passenger cars and then combined as a composite cost in dollar per foot-ton for all vehicles using the section of highway. The cost in dollars per foot-ton for passenger cars is 3.72×10^{-6} as developed on page 295 of Technical Bulletin No. 7. The cost in dollars per foot-ton for trucks is obtained from Figure 123, page 297, of Technical Bulletin No. 7. From the Traffic Income form the average weight of the trucks is 12.798 tons or 25,596 pounds. The gradient of the proposed line AB is 0.81 per cent as shown under the "Gradient" section. The coordinates of these two items on Figure 123 gives a truck cost in dollars per foot-ton of 2.32×10^{-6}. The traffic on the proposed line AB is composed of 72.7 per cent

passenger cars and 27.3 per cent trucks as shown on the Traffic Income form. The composite cost in dollars per foot-ton is found by adjusting the cost for passenger cars and trucks by the portion that each type is to the total traffic as shown on page 298 of Technical Bulletin No. 7. The cost of $3.72X10^{-6}$ dollars per foot-ton for passenger cars multiplied by 72.7 per cent gives 2.704 dollars per foot-ton, the portion of the cost contributed by them. The portion of the cost contributed by trucks is the cost of $2.32X10^{-6}$ multiplied by 27.3 per cent for a cost of $0.633X10^{-6}$ dollars per foot-ton. The combined cost is the sum of the two or $3.337X10^{-6}$ dollars per foot-ton. This is increased by 25 per cent to adjust for the increased costs of today. The adjustment gives a cost of $4.17X10^{-6}$ or 0.00000417 dollars per foot-ton on the proposed line AB. The composite cost for the present highway between points A and B is determined using the same procedures as outlined above. This cost is $5.61X10^{-6}$ or 0.00000561 dollars per foot-ton.

Line 5 under the "Rise and Fall" section is not annual saving but the annual cost. This value for the proposed AB line is the foot-tons of 462,752,600 multiplied by the cost in dollars per foot-tons of $4.17X10^{-6}$ giving an annual cost of $1,930 for the proposed AB line. Likewise the foot-tons of 2,615,769,960 multiplied by the cost in dollars per foot-ton of $5.61X10^{-6}$ gives an annual cost of $14,674 for the existing highway between points A and B. The differences between the cost of $14,674 on the existing highway between points A and B and the cost of $1,930 on the proposed AB line gives a total saving of $12,744 due to the reduction of rise and fall on the proposed AB line.

The next section on the Mileage Element Saving form is "Alignment". A curve for determination of alignment point rating has been constructed (not shown in Technical Bulletin No. 7) with a tangent section having a rating of ten points and the poorest possible alignment having a zero rating. This chart has the degrees of central angle per mile plotted as the ordinates and the alignment point rating as the abscissas. From this chart it is possible to establish curvature point ratings. The total degrees of central angles on the proposed AB line is divided by the length in miles of 4.45 miles to give the degree of central angle per mile. This value thus obtained is found on the chart to establish the curvature point rating. This gave a value of 8.70 on the

proposed AB line. In a like manner the total degrees of central angle on the existing highway between points A and B are divided by the total length in miles of 7.10 miles to give the degrees of central angle per mile on the existing highway between points A and B. This value thus obtained is found on the chart to establish the curvature point rating of 4.36 for the existing highway between points A and B. The difference between the curvature ratings gives the points of improvement. In this case there is a 8.70 rating on the proposed AB line and 4.36 rating on the existing highway between points A and B giving 4.34 points of improvement. The saving in point-ton-miles is the ton mile value of 10,838,153, as shown in column 6 of the Traffic Income form, multiplied by the points of improvement of 4.34. This gives a saving of 47,037,584 point-ton-miles. The value for improvements in alignment is 0.0001 dollars per point-ton-mile. This value is explained on page 304, Technical Bulletin No. 7. The annual savings for alignment improvement is obtained by multiplying the savings of 47,037,584 point-ton-miles by the saving of 0.0001 dollar per point-ton-mile and such multiplication amounts to $4,704 annual saving.

The summation of the Distance saving of $147,478, Surface saving of $4,953, Rise and Fall saving of $12,744, and Alignment saving of $4,704 gives the total annual mileage element savings of $169,879.

The Time Element Saving form is next to be completed. The average annual traffic volume is taken from column 3 of the Traffic Income form. This gives 371,497 passenger cars, 42,924 light trucks and the remaining trucks (heavy, semi and full) are totaled together for 96,579 heavy trucks, the total average annual traffic is 511,000.

The average speed in miles per hour for the various classifications of traffic such as passenger cars, light trucks, and heavy trucks on the proposed AB line is obtained from speed checks made by the highway department or similar types of roads. The average speed for the existing highway is obtained from speed checks made by the highway department, speed zones, and observed driving time. Average speeds are used in order to give a balanced weight to the total traffic. The estimated average speed on the proposed AB line for passenger cars and light trucks is 50 miles per hour, and for the heavy truck classification, it is 45 miles per hour. On the existing highway between points A and B,

the estimated average speed for passenger cars and light trucks is 43 miles per hour, and for the heavy truck classification, it is 38 miles per hour. The distance in miles is the overall length of the section in question. For the proposed AB line, the distance is 4.45 miles and on the existing highway between points A and B, the distance is 7.10 miles. The time in hours per trip is the average time required to travel from point A to point B. On the proposed AB line for passenger cars, the distance of 4.45 miles divided by the average speed of 50 miles per hour gives a travel time of 0.089 hours per trip. Likewise on the existing highway between points A and B for passenger cars, the distance of 7.10 miles divided by the average speed of 43 miles per hour gives a travel time of 0.165 hours per trip. The difference between the travel time in hours per trip for the proposed AB line as against the travel time in hours per trip for the existing highway between points A and B gives the time savings per vehicle. For passenger cars, the travel time of 0.089 hours per trip on the proposed AB line subtracted from the travel time of 0.165 hours per trip on the existing highway between points A and B gives a time saving of 0.076 hours per vehicle trip.

Inasmuch as the average speed for light trucks is the same as passenger cars, the time in hours per trip will be the same for light trucks as for passenger cars. The difference between the time of 0.089 hours per trip on the proposed AB line and the time of 0.165 hours per trip on the existing highway between points A and B gives a time savings per vehicle of 0.076 hours per vehicle trip.

For heavy trucks on the proposed AB line, the distance of 4.45 miles divided by the average speed of 45 miles per hour gives a travel time of 0.099 hours per trip. Likewise on the existing highway between points A and B for heavy trucks, the distance of 7.10 miles divided by the average speed of 38 miles per hour gives a travel time of 0.187 hours per trip. The difference between the travel time of 0.099 hours per trip on the proposed AB line and the travel time of 0.187 hours per trip on the existing highway between points A and B gives a time saving of 0.088 hours per vehicle trip for heavy trucks.

The value in dollars per vehicle hour for the various types of vehicles are outlined on page 322, Technical Bulletin No. 7. In order to be

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more in line with todays prices, these values have been revised from the published values as follows:

Passenger cars	$1.05 per hour
Light trucks	$1.50 per hour
Heavy trucks	$2.57 per hour

The above-mentioned values are entered as the value of savings in dollars per vehicle hour for each vehicle classification, that is, 1.05 is the value of savings in dollars per vehicle hour for passenger cars, 1.50 is the value of savings in dollars per vehicle hour for light trucks, and 2.57 is the value of savings in dollars per vehicle hour for heavy trucks.

The average annual traffic volume for each vehicle classification is taken from the entries under annual traffic volume at the top of the Time Element Saving form, that is, 371,497 passenger cars per year, 42,924 light trucks per year, and 96,579 heavy trucks per year.

The total annual savings in dollars for each vehicle classification is obtained by multiplying the time savings per vehicle by the value of savings in dollars per vehicle hour and this result is multiplied by the annual traffic volume. Taking this formula and substituting the known values for passenger cars of 0.076 hours time saving per vehicle times $1.05 the value of savings in dollars per vehicle hour times 371,497 annual traffic volume gives $29,645 total time saving benefits for passenger cars using the proposed AB line. In a like manner the known values for light trucks of 0.076 hours time saving per vehicle times $1.50 the value of savings in dollars per vehicle hour times 42,924 annual traffic volume gives $4,893 total time saving benefits for light trucks using the proposed AB line. Likewise the known values for heavy trucks of 0.088 hours time savings per vehicle times $2.57 the value of savings in dollars per vehicle hour times 96,579 annual traffic volume gives $21,842 total time saving benefits for heavy trucks using the proposed AB line.

The summation of these benefits of $29,645 for passenger cars and $4,893 for light trucks, and $21,842 for heavy trucks gives a total annual time element savings of $56,380.

The "Traffic Benefits" form is completed next. This form is used to determine the portion of the motor vehicle user benefits that are attributable to fuel functions and non-fuel functions. This is explained in detail on pages

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324 to 327 of Technical Bulletin No. 7. The distribution of the benefits to the fuel and non-fuel functions is done by multiplying the individual benefits by the distribution factors given on page 327 of Technical Bulletin No. 7. The Mileage Element Factors and the Time Element Factors are taken from the mileage element savings form and the time element savings form respectively. The distance savings of $147,478 is distributed 38 per cent to fuel functions and 62 per cent to non-fuel functions or $56,042 and $91,436 respectively. The roadway surface savings of $4,953 is distributed 80 per cent or $3,962 to fuel function and 20 per cent or $991 to non-fuel function. The rise and fall savings of $12,744 is distributed entirely to fuel functions. The alignment savings of $4,704 is distributed equally to each function or $2,352 to each. The total mileage element savings of $169,879 are distributed as above to give $75,100 as fuel functions and $94,779 as non-fuel functions. The Time element savings of $56,380 are all assigned to the non-fuel function. The total fuel function benefits are $75,100 and the non-fuel function benefits are $94,779 from the mileage element savings and $56,380 from the time element savings for a total of $151,159. The total benefits to motor vehicle user are the sum of the fuel and non-fuel function benefits or $226,259.

The Annual Cost Calculations form is used to compute the annual capital cost, the annual maintenance costs and the additional operation costs.

Under Capital costs, the total construction costs and right of way costs for the proposed AB line are shown in the Gross Cost column. This value is multiplied by 0.0510 to give the annual capital cost. The value of 0.0510 is taken from page 390, Technical Bulletin No. 7 listing the average annual capital charges for various rates of interest. Taking the interest rate of 3 per cent for a 30-year amortization period for the proposed construction gives 0.0510. The capital cost of $475,000 times the amortization factor of 0.0510 gives an annual cost of $24,225 on the proposed AB line.

The maintenance costs on any project are broken down into four classifications as follows:

Roadway Surfaces
Roadbed, Shoulders and Right of Way
Structures
Miscellaneous General Maintenance

A recapitulation of maintenance costs are given on page 85 of Technical Bulletin No. 7. The values as published have been revised for changes in today's costs in relation to costs at the time of publication. On the proposed AB line it is proposed to use asphaltic concrete pavement. The estimated annual maintenance cost for asphaltic concrete pavement is $300 per mile. The estimated annual maintenance cost for roadbed, shoulders and right of way is $200 per mile. There are no structures on the proposed AB line. The estimated annual cost for miscellaneous general maintenance is $100 per mile.

By multiplying each of these maintenance costs by the length of the proposed AB line, the net maintenance cost for each item will be obtained. The surface maintenance cost of $300 per mile multiplied by the length of 4.45 miles gives $1,335 net maintenance cost for surface on the proposed AB line. The roadbed, shoulders and right of way maintenance costs of $200 per mile multiplied by the length of 4.45 miles gives $890 net maintenance costs for roadbed, shoulders and right of way on the proposed AB line. The miscellaneous general maintenance costs of $100 per mile multiplied by the length of 4.45 miles gives $445 net maintenance costs for miscellaneous general maintenance on the proposed AB line.

The net maintenance costs are increased by 3-3/4 per cent for general administration and overhead expenses to give the gross maintenance costs for each item. Applying this adjustment gives $1,385 per year for road surface, $923 per year for roadbed, shoulders and right of way and $462 per year for miscellaneous general maintenance, for a total annual maintenance cost of $2,770. Annual operation costs which cannot be assigned to any specific highway section are approximately $100 per mile. This value of $100 times the length of 4.45 miles gives a total annual operation cost of $445 for the proposed AB line.

The total annual cost is the summation of the annual capital cost of $24,225, the annual maintenance cost of $2,770 and the annual operation cost of $445 or a total annual cost of $27,440.

The Work Sheet is the form to develop the benefit quotient Q_B. The annual cost C_a of $27.440 is obtained from the annual cost calculation form. The annual benefits from non-fuel functions B_n of $151,159 and the annual benefits from fuel functions B_f of $75,100 are obtained from the traffic benefits form. The benefit quotient for non-fuel functions Q_{BA} is obtained by dividing B_n

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($151,159) by C_a ($27,440). This gives a benefit quotient from non-fuel functions of 5.509. The benefit quotient for fuel functions Q_{Bf} is obtained by dividing B_f ($75,100) by C_a ($27,440). This gives a benefit quotient from fuel functions of 2.737. The total benefit quotient Q_B is the sum of Q_{Bn} (5.509) and Q_{Bf} (2.737) or 8.246.

DATED this _____ day of November, 1955.

Charles Peterson
Of Attorneys for Defendants.

1 IN THE CIRCUIT COURT OF THE STATE OF OREGON

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F-325(1)

4/5 F

Salem, Oregon
November 18, 1955

Mr. C. W. Enfield

As you requested, there is summarized in the attached tabulation the total traffic accidents for the years 1950 to 1954, inclusive, on that section of OR22 for the following four sections between Dolph Corner and Oak Knoll:

Section A-C, Dolph Corner to North Dallas
Section C-F, North Dallas to Oak Villa
Section F-E-B, Oak Villa to Rickreall
Section B-C, Rickreall to Oak Knoll

I am also attaching tabulations showing types and locations of accidents on the above sections for the past five years, inclusive of details with respect to the fatal accidents. Please note that there were five on the section from Dolph Corner to Rickreall and four from Rickreall to Oak Knoll.

R. M. Baldock

Attachments
cc Mr. W. C. Williams
Mr. F. B. Crandall

JAH:jb lg

We concur with your Honor that there is not one iota of proof that defendants

IN THE CIRCUIT COURT OF THE STATE OF OREGON

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
November, 1955

DOLPH CORNER TO OAK KNOLL
Accidents and Severity for Five Years
January 1, 1950 to December 31, 1954

Section A-C, Dolph Corner to North Dallas

Year	Total Accidents	Fatal	Non-fatal	Property Damage	Persons Killed	Persons Injured
1950	12	3	2	7		
1951	9	-	-	9	3	4
1952	11	-	2	9	-	-
1953	9	-	1	8	-	4
1954	7	-	3	4	-	1
Total	48	3	8	37	3	12

Section C-F, Dallas to Oak Villa

1950	17	-	2	15		
1951	17	-	4	13	-	2
1952	15	1	2	12	-	4
1953	16	-	2	14	1	4
1954	12	-	-	12	-	6
Total	77	1	10	66	-	-
					1	16

Section F-I-E, Oak Villa to Rickreall

1950	7	-	-	7		
1951	11	1	1	9	-	-
1952	16	-	3	13	1	7
1953	5	-	-	5	-	5
1954	15	-	2	13	-	-
Total	54	1	6	47	-	2
					1	14

Section I-C, Rickreall to Oak Knoll

1950	15	-	3	12		
1951	28	2	10	18	-	3
1952	26	-	7	17	-	18
1953	27	2	5	22	2	13
1954	11	-	3	6	-	9
Total	107	4	28	75	2	3
					4	46

IN THE CIRCUIT COURT OF THE STATE OF OREGON

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
November, 1955

Description of Fatal Accidents on 0.522, Dolph Corner to Oak Knoll
January 1, 1950 to December 31, 1954

Section A-C, Dolph Corner to North Dallas

Non-Collision — 2.8 miles north of Dallas at Dolph Corner. One Killed, one injured. Sunday, May 21, 1950, 3:0 P.M. Headed toward Dallas, rounded curve, lost control, overturned in road. Weather clear, pavement dry.

Non-collision — 0.3 mile north of Dallas. Thursday, July 20, 1950, 8:15 P.M. Child fell from moving vehicle when door came open.

Non-collision — 2.5 miles north of Dallas, south of Dolph Corner. One Killed. Monday, October 30, 1950, 12:01 P.M. Driving toward Dallas, lost control, drove off road, details unknown. Weather clear, road dry.

Section C-F, North Dallas to Oak Villa

Fixed object — 0.8 mile east of Dallas, 0.4 mile west of Orchard View School. One Killed, one injured. Sunday, November 30, 1952, 10:30 P.M. Driving west toward Dallas on icy road, lost control, struck culvert and overturned. Raining and freezing, darkness.

Section F-E-B, Oak Villa to Rickreall

14V — 1.0 mile west of Rickreall. One Killed, six injured. Sunday, September 30, 1951, 5:20 P.M. Car headed east, passes string of cars and met on-coming vehicle head-on. Clear, daylight, dry pavement.

Section B-C, Rickreall to Oak Knoll

Non-collision — 5.1 mile west of Salem on curve 600 feet west of Oak Knoll Golf Course. One Killed. Wednesday, October 8, 1952, 1:15 A.M. Driving west, lost control on wet pavement. Ended up in ditch on east side.

Railroad train — 0.7 mile east of Rickreall at Perry Crossing. One Killed, two injured. Thursday, November 13, 1952, 1:20 P.M. Visibility good, pavement wet. Warning signal was operating and train had whistled for crossing. Teen-age boys headed west 40-50 MPH disregarded RR signal, struck train as it pulled across crossing.

Railroad train — 0.7 mile east of Rickreall at Perry Crossing. One Killed. Wednesday, October 13, 1954, 1:45 A.M. Driver headed west, dark and foggy, pavement slick, visibility about 100 feet. RR signal operating, struck 17th box car from engine.

Railroad train — 0.7 mile east of Rickreall at Perry Crossing. One Killed. Thursday, October 14, 1954, 10:06 P.M. Driver headed west. Weather clear, dark, pavement dry. RR signal operating. Vehicle struck engine as it crossed the highway.

35

We concur with your Honor that there is no —

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF POLK

JOSEPH H. HARLAND,

Plaintiff,

vs.

BEN R. CHANDLER, CHAS. H. REYNOLDS, and M. K. McIVER, constituting the STATE HIGHWAY COMMISSION,

Defendants.

NOTED

No. 13306

MEMORANDUM REQUESTED BY THE COURT

To the Honorable Alfred P. Dobson, Judge of the Circuit Court of Oregon:

Dear Judge Dobson:

At the conclusion of evidence and arguments upon plaintiff's application for a temporary injunction in the above-entitled matter your Honor requested of the parties memorandum of authorities and further comments upon the evidence. Accordingly, we are glad to set out the following authorities and observations. In so doing, however, we again request and urge the Court to rule upon our demurrer to the plaintiff's complaint.

Plaintiff's complaint charges defendants with being arbitrary, capricious, grossly abusing its discretion, bad faith, with bad motives and purposes and that the highway as planned is not economically sound, practical and does not best serve the traveling public.

Your Honor mentions that such charges amount to fraud and that "the law requires those charges be proved by clear and convincing evidence." That such proof must show "that the Highway Commission was motivated by . . . something ulterior motivated them in this proceeding. . . ." That, "The point is, where is the evidence of the ulterior motive? That is what I am shooting at." In this connection your Honor further states that "someone might, some group of people, limited number of people, may have reached the Highway Commission some way and prevailed upon them to locate the highway, in this situation a route from Salem to the Coast." And having posed the thought, answer it as follows: "Of course there is no evidence here, Mr. Winslow, of any direct proof that any individuals or group of individuals have attempted any such thing or prevailed." We concur with your Honor that there is not one iota of proof that defendants

were "reached" by any one or group of people. Indeed, it seems clear that the only attempt at "influence" has been by plaintiff. Thus, as your Honor has said, you "undertake to decide the issues of fact as well as the issues of law" and seek the benefit of our observations. Your closing remarks involve a discussion of the following considerations:

> powers of the State Highway Commission
> abuse of such discretionary powers amounting to fraud, and

in that connection

> the right of the State Highway Commission to select the route, and

to pinpoint that aspect further

> the right of the State Highway Commission to use as one of the many factors in determining any given route the method of "benefit quotients".

We should first note the general powers of the State Highway Commission found in ORS 366.205 as follows:

"General power and authority of commission.

"(1) The commission shall determine and adopt the general policy and decide all questions relating to the administration of the highway department.

"(2) The commission has general supervision and control over all matters pertaining to the selection, establishment, location, construction, improvement, maintenance, operation and administration of state highways, the letting of contracts therefor, the selection of materials to be used therein and all other matters and things deemed necessary or proper for the accomplishment of the purposes of this Act.

"(4) The commission has full power to carry out the provisions of and may make such rules and regulations as it deems necessary for the accomplishment of the purposes of this Act."

Relative to its power and duties in regard to classification of highways of the state highway system see 100-115 O.C.L.A. (now a part of ORS 366.220) as follows:

"(30) Classifying highways. Classify and/or reclassify the highways comprising the state highway system, which classification of highways may recognize and include primary highways and secondary highways."

Before discussing the facts let us examine some of the cases involving discretionary powers of Highway Commissions and Boards and their abuse amounting to fraud. The decisions on this subject throughout the United States are legion.

(All Underscore Ours)

In Cherry Vs. Matthews, 25 Or. 484 (1894) the facts and holding are taken from the decisions as follows:

> "The facts show that the alleged threatened acts are just such as the law sanctions when a supervisor is engaged in repairing county roads. In such case he may enter upon lands in the vicinity, and dig and carry away gravel, whether damages result or not. If he cause damage which entitles the party injured to compensation, such party may apply to the county court to assess and determine the amount thereof pursuant to section 4092. A supervisor acting in good faith and within the scope of his authority ought not to be controlled by injunction. The highways must be kept in repair to accommodate the traveling public, and this duty the statute imposes upon the supervisor. There is no allegation that the defendant as supervisor was acting or threatening to act with partiality or malice, or that he intends in the discharge of his official duties to oppress or wantonly annoy the plaintiff, and in such case Kelly, C. J., said "the court ought not to interfere and restrain him from discharging those duties which the law has imposed upon him": Kendall v. Post, 8 Or. 144. It seems to us that plaintiff has shown no equity entitling him to relief. It results that the decree must be reversed, and the bill dismissed."

Rockhill v. Benson, 97 Or. 176 (1920) was one of injunction wherein the court says:

> "As to the claim that the commission did not use sound discretion in adopting the cutoff, we do not think the evidence sustains the contention of the respondent. The most that can be claimed in that regard from the evidence, it seems to us, is that there is some room for question as to whether the location fixed by the commission was preferable to the other route. The very concession that there is discretion in the matter involves the right of the commission to weight the arguments in favor of the different routes and decide thereon, and as long as there is reasonable room for contention as to which was the better and cheaper and generally more satisfactory route, its judgment in relation to the matter would be conclusive."

Incidentally, it might be well to note that the Rockhill case is also authority for the proposition that the independent act of one commissioner does not bind the Commission. On this aspect the court says:

> "The agreement between the County Court and Mr. Benson (if there was such an agreement) was not with the commission, but with Mr. Benson alone, and it was not in any way binding upon the commission. It was not in any sense an official act, so there could be no estoppel of the commission thereby, even if the doctrines of estoppel would otherwise apply."

In this connection it will be remembered that plaintiff Harland claims the Highway Commission acted in bad faith based on private correspondence had between himself and Commissioner Reynolds. (Plaintiff's Exhibits _____).

In the case of Moody v. Benson, 109 Or. 414 (1923) where injunctive relief

was sought the court says:

> "The statutes prescribing the duties and powers of the State Highway Commission vest that body with extensive powers and a broad discretion in the matter of designating, defining and improving state roads."
>
> * * *
>
> "1. If, as claimed by plaintiff, the use or benefit which the public will enjoy or derive from the road in controversy, after the completion of the Columbia River Highway, is limited to the inhabitants of a small locality, and the number of persons who are expected to avail themselves thereof is small, nevertheless the Highway Commission possessed the power to establish the road and take land for the same.
>
> "It is not essential to the exercise of the powers of the Commission, in the adoption and improvement of a state road, that the use or benefit shall extend to the whole public or to any considerable portion thereof, nor does the exercise of these powers depend upon the length of the road or the number of persons through whose lands it may pass: C.J. 558, 559; Bridal Veil Lbr. Co. v. Johnson, 30 Or. 205 (46 Pac. 790, 60 Am. St. Rep. 813, 34 L.R.A. 368); Sullivan v. Cline, 33 Or. 260 (54 Pac. 154); Towns v. Klamath County, 33 Or. 225 (53 Pac. 604); Fanning v. Gilliland, 37 Or. 369."

Something has been said of "motives" of the State Highway Commission and on that subject we advert to the case of Keane, et al., v. City of Portland, et al., 115 Or. 1 (1925), where the court says:

> "We agree with the city in its contention that the necessity, expediency and extent of the appropriation are legislative and not judicial questions: Smith, et al., v. Cameron, et al., 106 Or. 1 (210 Pac. 716, 27 A.L.R. 510), and numerous cases of this court therein cited. As stated by Mr. Justice Bean in State ex rel. v. Hawk, et al., 105 Or. 319 (208 Pac. 709, 23 A.L.R. 1217):
>
> "'When the power to take private property for public use has been conferred by the legislature, it rests with the grantee to determine whether it shall be exercised, and when and to what extent it shall be exercised, provided, of course, that the power is not exceeded or abused. Courts cannot inquire into the motive which actuated the authorities, or enter into the propriety of constructing the particular improvement' — citing 1 Lewis, Eminent Domain (3 ed.), § 370.
>
> "As above stated, we are not permitted to inquire into the motives that actuated the council in legislating to widen the streets in question."

In DeNeffe v. Duby, et al., 115 Or. 511 (1925), the Oregon Supreme Court, among other things, held that whether condition of a road is such as to require reconstruction is a matter within discretion of Highway Commission, not to be interfered with by court. The complaint of injunction did not allege bad faith of the Commission.

Gurdane, et al., v. No. Wasco Co. P. U. D., 183 Or. 565 (1948) is another situation where injunctive relief was sought to restrain a public body in the carrying out of its duties. There the court says:

"In Dougan Co. v. Klamath County, 99 Or. 436, 457, 193 P. 645, the court quotes with approval from Avery v. Job, 25 Or. 512, 36 P. 293, as follows:

> "'No principle of equity jurisprudence is, perhaps, better established than that when the officers of a municipal corporation are clothed with a discretionary power, and are acting within the scope of such power, a court of equity will not sit in review of their proceedings, or interfere by injunction, at the suit of a private citizen, unless fraud is shown, or the power or discretion is being manifestly abused to the oppression of the citizen. The fact that the court would have exercised the discretion in a different manner will not warrant it in interfering.'"

And so it is, in Oregon as in all other jurisdictions--conduct amounting to fraud must be proved before a citizen may have an injunction against a state highway board or commission. No such evidence was adduced in this case.

We will now consider a few of the decisions from other jurisdictions. In 30 C.J.S. at page 119 it is said:

> "In any case, the exercise of the power of eminent domain by a governmental may not be stayed or interfered with by injunction in the absence of fraud, abuse of discretion, or other gross impropriety, . . .".

In the Kansas case of Balliet v. Warner, et al., 222 Pac. 132 the court says:

> "The injunction was denied, and plaintiff appeals.
>
> "Plaintiff argues that if the hedge which encroached on the east side of the highway were removed there would be room for the highway and a sufficient ditch without appropriating any of his land. But the matter was one where the defendant board, after consulting such expert advice as was available and being fully advised, had to exercise its own best judgment and discretion; and when no abuse of discretion or other gross impropriety was shown, the court was not authorized to interfere."

Here, we ask, what evidence has been adduced by plaintiff Harland of any gross impropriety or fraud on the part of the Oregon State Highway Commission? Not even a scintilla of legal evidence of such is there in the entire record of such claimed fraud and gross impropriety. Moreover, the State Highway Commissioners, acting as they were within the scope of their official duties are entitled to the benefit of the statutory presumption set out in ORS 41.360(15) as follows:

> "That official duty has been regularly performed."

Also see the Kansas case of Breedlove v. Commissioners of Wyandotte County, et al., 275 Pac. 379 where the court says:

> "The court held that the law gave the board authority

to make the alteration and improvement, that it was vested with discretion in the matter, and, where they acted after consulting such expert advice as was available, and exercised their best judgment and discretion, there could be no interference with their action where it was free from fraud, abuse of discretion, or other gross impropriety. The conclusion was that the plaintiffs were not entitled to maintain injunction. Balliet Vs. Clay County, 115 Kan. 99, 222 P. 132. Here, there being no proof of fraud or gross impropriety on the part of the commissioners, it must be assumed they acted in good faith, and their action if within legislative authority cannot be stayed or prevented by injunction."

In the North Carolina case of Lee v. Town, 115 S.E. 51, 184 N.C. 565 the court says:

"It is the accepted principle, declared and upheld in numerous decisions with us, that courts may not interfere in a given case with the exercise of discretionary powers conferred on these local administrative boards for the public welfare, unless their action is so clearly unreasonable as to amount to an oppressive and manifest abuse of their discretion." (Citing numerous cases.)

The Texas case of Babbit Vs. Gordon, 106 S.W. (2d) 234 (Tex. Civ. App) was one in which the landowner testified:

"that there were available to appellants at least three shorter, more practical and economic routes."

Here Mr. Harland seeks to enjoin the Oregon State Highway Commission upon the identical premise, concerning which the Texas Court says:

"These facts do not support the allegation of gross abuse of discretion. In Grayson County v. Harrell, (Tex. Civ. App.) 202 S.W. 160, it was said:

"'But it has been held that the 'abuse of discretion, to justify interference with the exercise of discretionary power, implies not merely error of judgment, but perversity of will, passion, prejudice, partiality, or moral delinquency.'"

And in the Georgia case of Crump v. State Highway Department, 12 S.E.2d 310, 191 Ga. 130, the trial judge denied injunctive relief. The Georgia Supreme Court says:

"Under the evidence in the record the judge was authorized to find that there was no such arbitrary action or abuse of discretion on the part of the administrative officials; and hence his refusal to grant an injunction will not be reversed. That the order of refusal, referring to the authority to decide the routes of the highways, added that 'This is within the exclusive power and discretion of the State Highway Board, who are denied, however, the privilege of acting with gross abuse of discretion,' affords no reason for taking this case out of the general rule above stated."

Another case closely analogous to the attempt of Mr. Harland is that of

Rode v. State Highway Commission, 225 N.W. 801, 58 N.D. 249. There the court says:

> "The plaintiffs, in their complaint, allege that the northern route runs through a sparsely settled country and one poorly fitted for a highway; that it does not accommodate as many people in Ward County as the southern route, and make other allegations which are directed toward the wisdom of the selection. With this feature however the courts have nothing to do. It is the business of the department of state highways to locate these highway. The location is made from a state standpoint and not local . . . It is quite possible portions of a highway will run through sparsely settled districts, but the department is vested with the power and authority to determine the state highway system. It is not controlled by local predilections or advantages."

As does the landowner in the above North Dakota case, Mr. Harland here attacks and impugns the wisdom of the Oregon State Highway Commission in its selection of a route and parlays his claim of a more desirable route (not over his land) as a basis for his allegation of a gross abuse of discretion.

Again on the matter of fraud in this connection the Supreme Court of Oklahoma in State v. Grisso, 87 P.2d 155, 184 Okla. 348 says:

> "Even if we followed the evidence of his witnesses concerning the equality in utility of 8 foot and 12 foot piers, this is only one of the many factors which might be considered by the Highway Commission in determining upon the design and material for such a structure. We cannot undertake to substitute our judgment for that of the Commission, nor can we interfere with the exercise of its judgment unless there is a clear showing of an abuse of discretion. Leininger v. Ward-Beekman & Brooks, 139 Okla. 292, 282 P. 467. There is no such showing here."

Also in another Oklahoma decision, that of Eckerle v. Ferris, 51 P.2d 766, 128 Okla. 232, the court says:

> "Our statute specifically authorizes the highway commission to designate the place where roads are to be built, the type of road construction, and the material of which the various roads are to be constructed . . . and, in the absence of fraud, corruption, improper motive, plain disregard of duty, gross abuse of power, or violation of the law, that discretion should not be interfered with or controlled by judicial power."

In the Kentucky case of City of Burlington v. Powell, 10 S.W.2d 1060, the court says:

> "We have often held that the acceptance of the work by the city council is final, unless fraud or collusion is found." (Citing numerous cases.)

Bad faith as defined by your Honor is mentioned in the case of Pabst Brewing Co. v. Nelson, et al., 236 Pac. 873 (1925) where the Supreme Court of

Oklahoma cites Words and Phrases as follows:

> "In 1 Words and Phrases, p. 662, bad faith is defined as follows:
>
> "'The term "in bad faith" is not a technical term, used only in actions for deceit. It is an ordinary expression, meaning of which is not doubtful. It means "with actual intent to mislead or deceive another."'
>
> * * * *
>
> "'"Bad faith" and "fraud" are synonymous. Hilgenberg Vs. Northup, 33 N.E. 786, 787, 134 Ind. 92.'"

And so it is—running the entire gamut of decisions on the subject discloses as your Honor has stated in his remarks that allegations and proof of bad faith amounting to fraud must be "clear and convincing" to sustain injunctive relief.

It seems clear to us that in the case of Mr. Harland, neither his allegations nor proof come anywhere near that standard required by the law. However, we shall now discuss the evidence as it applies to the overwhelming weight of applicable law.

Plaintiff Harland appears to rely upon the several propositions as follows:

1. That the Oregon State Highway Commissioners wrongfully:

   a. Reclassified from a secondary to primary highway that portion of the Dallas Coast Highway from its intersection with the Salmon River Highway southeasterly to Dolph Corner.

   b. Classified that portion of the new statutory Willamina-Salem Highway from Dolph Corner to Rickreall (A to B plaintiff's Exhibit A) as a primary highway.

2. That the personal correspondence between Commissioner Reynolds and plaintiff Harland is a fraud of the Oregon State Highway Commission upon plaintiff Harland. (Plaintiff's Exhibits 14, 15, 16 and 17)

3. That the public meetings and hearings held by the State Highway Commission to the end that interested persons could express their views were in fraud of the plaintiff.

4. That the route proposed by plaintiff Harland not traversing his lands is the most desirable, and should have been adopted by the Commissioners.

5. That no consent of the Polk County Court was ever given to the route proposed and adopted by the State Highway Commission.

In connection with the evidence as it developed your Honor has evolved three further propositions which have been seized upon by plaintiff as additional

bases for his claims. They are:

(a). Were the Highway Commissioners "reached" by "some group of people" and "prevailed upon" to "locate the highway." This your Honor at once silenced by remarking: "Of course there is no evidence here, Mr. Winslow, of any direct proof that any individuals or group of individuals have attempted any such thing or prevailed."

(b). Your Honor makes inquiry: "The point is, where is the evidence of the ulterior motive? That is what I am shooting at."

(c). Your Honor questioned the wisdom and engineering rightness of the "benefit quotient", one of the many factors used for years by state highway engineers in their determination of the best plan for any given route.

We will consider first the matter of classifying and reclassifying highways which are a part of the state highway system. Prior to December 10, 1953, that highway from Salem westerly through Rickreall to Dallas was part of the state highway system and classified as a primary highway. The highway from Dallas northerly and westerly to a junction with the primary Salmon River Highway just west of Willamina was part of the state highway system and a secondary highway. The legislature at its 1953 session enacted what it designated the Willamina-Salem Highway. See ORS 366.256 as follows:

"The Willamina-Salem Highway runs from a junction with the Salmon River Highway west of Willamina, easterly via Rickreall to a junction with the Pacific Highway East in Salem."

This law became effective July 21, 1953. Thereafter on December 10, 1953, the State Highway Commission passed the resolution set out in full in paragraph VI of plaintiff's complaint and/which resolution is also plaintiff's Exhibit 10. The Court will note by it that the Willamina-Salem Highway extending from a junction with the Salmon River Highway, West of Willamina, easterly via Rickreall to a junction with the Pacific Highway East in Salem, was classified as a primary highway. This highway included that portion of the secondary Dallas-Coast Highway from its junction with the Salmon River Highway easterly to Dolph Corner (a reclassification from secondary to primary); thence the new highway continued southeasterly from Dolph Corner to Rickreall (a new section of the highway to be and designated as a primary highway); and thence easterly over the existing highway into Salem (already a primary highway). Thus there will be a primary highway from Salem to the sea.

Harland says that defendants had no authority to reclassify the above noted portion of the Dallas-Coast Highway, or, apparently, to classify at all the new

segment of the designated Willamina-Salem Highway. At the time of the passage of the resolution all of the highways involved were a part of the state highway system. A cursory glance at 100-115 O.C.L.A. (now a part of ORS 366.220) discloses a duty, with plenary authority, in the State Highway Commission to do just what was done by the resolution complained of. Counsel implies that because there is no definition of secondary and primary highways set up by the legislature that this statute, on the books for perhaps a generation, is inoperative and the Commission is without authority to act. No law has been cited to sustain this unusual position for the obvious reason that there is none.

We pass now to the personal correspondence between plaintiff Harland and Commissioner Reynolds (Plaintiff's Exhibits 14, 15, 16 and 17). Not only was there obviously no intent of Mr. Reynolds to speak for or bind the State Highway Commission, but he had no authority so to do. The court is referred to the quote herein from the Rockhill v. Benson case where our Supreme Court has declared that the Commission cannot be bound by personal acts of one of its members. A quick run down discloses the Texas case of Babbit v. Gordon, 108 S.W.2d 234 where the court says that one commissioner acting in a personal capacity cannot bind the commission.

What of the public hearings held by the Commission as a fraud upon the plaintiff? In a case such as the proposed highway the law does not require public hearings by the Commission. The very fact that they were held at all would seem to us to import to the Commission the opposite of bad faith and arbitrariness; and certainly the fact does not aid plaintiff Harland in his claim of gross impropriety and fraud.

Plaintiff Harland asserts that the route of his selection, not traversing his lands, is the better route, and, therefore, the Commission is guilty of gross impropriety and abuse of discretion by adopting the route complained of. In the face of the overwhelming law to the contrary, such a contention is not only without merit, but can be fairly said to be ridiculous.

Plaintiff Harland seems to put great stress upon his asseveration that Polk County Court did not consent to the proposed route. We point to defendant's Exhibits "H" and "I". The latter is the Polk County Court's resolution of consent and request for the route passes as long ago as 1945. Under Exhibit "H" Polk County, through its County Court, has agreed to the closure of certain county roads

intersecting the new highway and further agrees to accept jurisdiction and maintenance of a connecting link paralleling the new primary leg after both are constructed. If the County Court was not consenting to the proposed route, what then was its intention? The law requires that consent of the County Court must be obtained before a county road can be closed by action of the State Highway Commission. It seems clear that a refusal to execute the contract would have required the State Highway Commission to construct grade separations or permit grade crossings where the county roads intersected the new highway. We think it obvious that the County Court by its agreement gave its complete assent to the proposed plan. Moreover, plaintiff's Exhibits 1 and 2 point up an earlier consent. In Exhibit 2 the Polk County Court requests that before the construction of the proposed new highway, another highway in the county be first improved. The undisputed evidence is that this was done by the State Highway Commission. In other words, the funds were available for the Rickreall-Dolph Corner segment of the new highway as far back as 1951, and construction could have been commenced at that time, but in deference to the wishes of the Polk County Court, as set forth in plaintiff's Exhibit 2, the available money was expended on an existing road in the county.

Be all that as it may, prior consent of the county court is not necessary before the State Highway Commission can adopt a route and construct a highway in Polk County or any other county of this state. No one will contest this.

Of course, where the State Highway Commission wishes to obtain federal aid in the construction of a secondary highway, it must first obtain the consent of the "appropriate local road officials" to the proposed route. See Section 3(b) of the Federal Aid Highway Act of 1944 and Section 1(b) of the Federal Aid Highway Act of 1950. However, in accordance with and pursuant to the 1953 legislative enactment, which is ORS 366.256, the Highway Commission set up the primary highway from Salem to the sea via the Salmon River primary highway. An incidental and important increment to the State of Oregon generally, and Polk County in particular, was the award of federal aid funds to finance in a large measure the cost of the construction project. Is this what Harland says is a gross abuse of discretion amounting to a fraud upon him? To put it another way, the State Highway Commission under the law and the discretion vested in it, has adopted a primary highway from Salem to the ocean, ~~and by such selection has~~

brought to the State of Oregon a large sum of money for its construction which otherwise would be payable out of funds of the people of Oregon. Mr. Harland understandably does not want the new highway to cross his lands. Is Mr. Harland's claim of "lack of consent" solely for the purpose of furthering his apparent plan of preventing the construction of the highway over his lands regardless of the benefits to the people of Oregon? Plaintiff Harland's attempt by his pleadings to weave the "lack of consent" angle into a charge of gross impropriety and fraud is pure mental gymnastics. His further effort to interpret the evidence as a substantiation of these pleadings is sheer legal sophistry. The evidence in this case demonstrates clearly that officials of the State Highway Commission have acted at all times under the law and in the highest and best interests of all the people of Oregon. Certainly there is not one vestige of evidence on this matter of "consent" that even remotely proves that the State Highway Commission has been guilty of gross impropriety or has perpetrated a fraud on the people of Oregon, which includes plaintiff Harland.

We now advert to the three items denominated (a), (b), and (c) above, which seem to us the main considerations in the mind of the Court during his remarks at the conclusion of the hearing.

As to (a), we fully agree that there is no evidence whatever that anyone has "reached" and "prevailed upon" the Highway Commissioners. Contrariwise the evidence is illustrative of the all out effort of the Commissioners to give Harland his full say in open meetings. It must be remembered at all times that the proposed highway is a state highway, one for the use of the general public. Thus, it is not only conclusive that there is no evidence that anyone has "prevailed upon" the Highway Commission, but the evidence is equally conclusive that plaintiff, himself, has done his utmost to "prevail upon" and influence the Highway Commission to lay the highway almost anywhere but across his lands.

We come now to item (b). Your Honor says: "The point is, where is the evidence of the <u>ulterior motive</u>? That is what I am shooting at." Under the state of the evidence this quaere is indeed a puzzle to us. Does the Court mean to intimate a probability that evidence on the record might be susceptible of an interpretation that men of the caliber of the Highway Commissioners have some hidden motive deleterious to the best interest and welfare of the people

of Oregon (including Polk County), and more specifically a fraud on plaintiff Harland? After all,the road to be built is a part of the state highway system for the benefit of all the people,including Mr. Harland, and paid for by those who use the highway. Moreover, the law is well settled that courts may not inquire into the motives of public road bodies in the exercise of their wide discretion in the selection and laying out of state highway systems. See Keane, et al., v. City of Portland, et al., 115 Or. 1, where at page 10 the court quotes from 1 Lewis, Eminent Domain (3ed.), Section 370 in part as follows:

> "'Courts cannot inquire into the motive which actuated the authorities, or enter into the propriety of constructing the particular improvement.'"

The Oregon Supreme Court then remarks:

> "As above stated, we are not permitted to inquire into the motives that actuated the council in legislating to widen the streets in question."

In this connection we reiterate: The evidence is substantial that the obvious and only motive of the Highway Commissioners in this matter has been and is the building of a state-wide highway system for the ultimate benefit of all the citizens.

Finally under our above designation (c), your Honor appears to have some doubts as to the engineering correctness of the "benefit quotient". As was demonstrated by Mr. Baldock, the "benefit quotient" is but one of numerous considerations applied in the problem of highway programing. In view of the Court's inquiry, we are impelled to ask the Court, "Does the Court conceive it has the right and duty to decide an engineering problem delegated by the legislature to the State Highway Commission (ORS 366.205)?" And, as a natural corollary, under the pleadings and evidence in this matter the further quaere: "Should the Court elect to pass on and find the engineering factor of "benefit quotient" in its judgment inadequate, may it apply such finding in support of plaintiff's pleading of gross impropriety and fraud?"

We respectfully call to the attention of the Court two citations at random:

First, that of Rockhill v. Benson, 97 Or. 176, where the court says at page 189:

> "The very concession that there is discretion in the matter involves the right of the commission to weigh the arguments in favor of the different routes and decide thereon,

and as long as there is reasonable room for contention as to which was the better and cheaper and generally more satisfactory route, its judgment in relation to the matter would be conclusive."

Second, the case of Gurdane, et al., v. No. Wasco Co. P.U.D., 183 Or. 565 (1948), where the court says at page 580:

> "The fact that the court would have exercised the discretion in a different manner will not warrant it in interfering."

Some of the citations set out earlier herein bear out the foregoing. Your Honor will doubtless agree that over the years there have been a vast number of instances when citizens have applied for injunctive relief in situations similar to that of Mr. Harland, who simply does not want the highway over his land--to the side of it, on his neighbors' lands, yes, but not over his. And in virtually all of these cases the courts, trial as well as appellate, have consistently refused to supplant their engineering judgment over that of engineers. If every citizen could successfuly contest the engineering skill and judgment on every detail and facet of highway programing, selection, adoption, and construction, it must be obvious that confusion would result, and certainly highway construction would be at a virtual standstill.

The benefit quotient on the one hand, as before stated, is but one aspect of the many elements applied by engineers in considering one route among several; and, on the other hand, being only one factor of many, the "benefit quotient" in the judgment of your Honor rightly or wrongly used would have no place whatsoever in the matter of the gross impropriety and fraud claimed by Harland. Matters of judgment can never be used to buttress such extreme and serious charges as fraud.

However, your Honor has posed the question of adequacy of the method of "benefit quotient". We will, therefore, for the aid of the Court discuss in some detail the evidence on the point as shown in the exhibits and developed upon the witness stand.

Your Honor has indicated his doubt as to the practical application of the benefit quotient in the selection of the best route for the improvement of the highway, particularly as to the selection of the improvement of the section A-B from Dolph Corner direct to Riskreall, which section would now carry about 800 motor vehicles per day in contrast to the improvement of the section B-C, or from Riskreall to Oak Knoll, which section now carries 3,800 motor vehicles per day.

Mr. Baldock, in response to your question, said that, while the traffic on the Rickreall-Oak Knoll Section was much greater than traffic on the proposed Dolph Corner-Rickreall Section, the benefits per vehicle by reason of the distance saving made the section from Dolph Corner to Rickreall much more preferable.

Mr. Baldock testified that the improvement of the A-B section, permitting traffic now moving between points A-F to B to save 2.65 miles by moving direct from point A to B, would result in a benefit quotient of about 8.24, in comparison to a benefit quotient of 1.27 on the B-C section. In other words, the annual monetary benefit quotient to the road users, which represents the saving in operation cost of the motor vehicle and saving in time by reason of decreasing distance, reducing curvature and grades, and improving riding surface, divided by the annual cost of the road would be more than 6.5 times as great on the Dolph Corner-Rickreall Section.

The annual costs represent the annual amortization of the capital investment in a 30-year period, including interest on the unamortized balance plus the annual maintenance and operation cost. The benefits were created by providing a new fast modern highway on very direct alignment, with easy grades and with a wider, smoother pavement between points A and B, in contrast to operating over the present rather narrow, crooked road with a dangerous rolling grade line between points A and G and a somewhat better but still inferior road between points G and B.

The data from which these conclusions are drawn are shown in the exhibits with reference to the computation of the benefit quotients furnished by Mr. Stein. The total annual benefit by reason of the building of the section A-B, or from Dolph Corner to Rickreall, in comparison to the operation over the present road between these same points is $226,259.00 annually during the average of the amortization period. The traffic which is now 800 vehicles will, in accord with Mr. Stein's testimony, be increased by a factor of 1.75, or to 1,400 vehicles per day, as an average in the same period. Now, 1,400 motor vehicles per day equal 511,000 motor vehicles per year. Dividing the annual benefits of $226,259.00 by the annual 511,000 motor vehicles gives a benefit of 44.28 cents per vehicle per trip. The total annual costs are $27,440.00, which when divided by the annual traffic, equals 5.37 cents per

vehicle per trip. Subtracting the costs from the benefits gives a net benefit of 38.91 cents per vehicle per trip.

In comparison, the improvement of line B-C will not shorten the distance by any appreciable amount, and the saving resulting from the reduction in curvature, the building of a smoother pavement, and the slight decrease in distance, will amount to only $29,620.00 per year during the average of the period of amortization. The annual costs for the average of the same period is $23,300.00. During the same time the present traffic of 3,800 motor vehicles will increase by a factor of 1.75, or to 6,650 average daily traffic during the same period, or 2,427,250 motor vehicles per year. Dividing the annual savings of $29,620.00 and the annual costs of $23,300.00 by the annual traffic of 2,427,250 vehicles, gives a benefit per vehicle per trip of 1.22 cents and a cost per vehicle per trip of 0.96 cents, or a net benefit per vehicle per trip of about ¼ of a cent, a comparatively insignificant amount.

In consequence, while there are nearly 5 times as many vehicles on section B-C as on section A-B, the benefits of section A-B, are 36 times as great per vehicle as on section B-C. Thus is shown in a striking manner — the reasons for the selection of the line A-B as the first unit of the improvement between Dolph Corner and Oak Knoll.

Any plan for improvement of the road between Dolph Corner and Oak Knoll must include the improvement of the Dallas-Oak Knoll road in order to serve all the traffic between these points. If we now compare the green, the red and the blue lines, or more particularly the A-C plus the G-C line, the A-B plus the G-C line and A-F plus the G-C line in comparison to operation over the present route, the A-G-F-B-C line, and to each other, the problem becomes more complex. In all cases the total traffic which is now 3,800 motor vehicles and which will increase by a factor of 1.75, or to 6,650 motor vehicles per day or 2,427,250 motor vehicles per year, affects all routes. Because of disparity in distance, it is necessary to relate the comparison to a vehicle mile basis. The total annual benefits of $385,563.00 for the A-C line plus G-C line, $337,638.00 for the A-B line plus G-C line, and $283,553.00 for the A-F line plus G-C line are divided by the total annual motor vehicles, or 2,427,250, to get the monetary benefit per vehicle per trip; and the total annual costs of $94,843.00 for the A-C line plus the G-C

line, $71,580.00 for the A-B line plus the G-C line, and $70,728.00 for the A-F line plus the G-C line, are divided by the total annual motor vehicles, or 2,427,250 to obtain the monetary cost per trip as follows:

A-C G-C	$385,563.00 2,427,250	=	15.88 cents benefits per vehicle per trip	$94,843.00 2,427,250	=	3.907 cents costs per vehicle per trip
A-B G-C	$337,638.00 2,427,250	=	13.91 cents benefits per vehicle per trip	$71,580.00 2,427,250	=	2.949 cents costs per vehicle per trip
A-F G-C	$283,553.00 2,427,250	=	11.68 cents benefits per vehicle per trip	$70,728.00 2,427,250	=	2.913 cents costs per vehicle per trip

Item	Green Line A-C plus G-C	Red Line A-B plus G-C	Blue Line A-F plus G-C
Benefits per vehicle per trip	15.88 cents	13.91 cents	11.68 cents
Cost per vehicle per trip	3.907 cents	2.949 cents	2.913 cents
Trip	14.97 miles	12.03 miles	10.71 miles
Benefit per vehicle per mile	1.0611 cents	1.1563 cents	1.0908 cents
Cost per vehicle per mile	0.2610 cents	0.2451 cents	0.2720 cents
Net saving per vehicle per mile	0.8001 cents	0.9112 cents	0.8188 cents
Benefit quotient or benefits divided by costs	4.07	4.72	4.01

Please note that the net saving per mile per motor vehicle of 0.9112 cents is the greatest on the red line, or A-B plus G-C, which also has the largest benefit quotient, or 4.72. The yellow line A-D-C plus G-E plus E-D can be similarly compared. It is next to the red line A-B plus G-C in preference, which line also passes through the Joe Harland property.

It is, therefore, evident that the red line, or A-B plus G-C is the preferable line and that the A-B section has the highest priority, if we act on the premise to obtain the greatest benefits for the greatest number of road users at the least cost.

The benefits, as measured are real benefits, real savings, and are tangible so that they can be expressed in dollars and cents. These are not theoretical values but represent a practical application to the concrete problem of obtaining the best location for our highways. They are checked by competent, experienced engineering judgment and have proved to have given satisfactory answers in many places in approximately 20 years of application. Moreover, it will be recalled that plaintiff's own witness, Mr. Cooper, while finding fault with Bulletin 7 (Defendants' Exhibit E) in one particular

(failure to find and place an actuarial money value on the human element of accident factor), generally praised the work and admitted a wish that he, Mr. Cooper, had the ability to work out such a plan.

We have thus gone to considerable length to set out for your Honor details of the method long in use as a yardstick in determining the best of several routes. The Highway Commission of the State of Oregon for many years has found Bulletin 7 to be of practical aid in highway programing. The Highway Commissioners,defendant in this suit, have done likewise. It seems to us that the hundreds of miles of excellent highways developed to date in our state highway system are eloquent testimony of the practicality of the method as one of the approaches in the selection of any given route over another.

Notwithstanding all this, we reiterate that matters of judgment and discretion thus delegated by the legislature to the Highway Commission calling for engineering skill can never be used to buttress a charge of fraud on the part of the Highway Commissioners. The authorities cited in this paper alone are but a few of that vast array of decisions that teach the futility of permitting persons over whose lands a given highway will run to use the courts in overriding the engineering skill and know-how of competent technical experts, whose professional skill, like that of the lawyer and judge, is born of intensive formal schooling plus years of application in the crucible of hard experience. And so it is here. The Court on the record recognises the eminence, experience and skill of the witness Baldock. The record discloses in essence also that he has surrounded himself with professional assistants of considerable technical ability. The State Highway Commissioners have employed these highly competent men to assist and advise them in establishing, constructing and maintaining an adequate state highway system. The evidence is substantial that they have done that very thing, and in this particular instance strive further to act in the best interests of Oregon - - their one and only motive. Mr. Harland, over whose lands a given route will coincidentally lay, claims the Commissioners have some other motive in mind than the welfare of all the people, all of which is a fraud of the Commissioners upon him personally. The evidence is all to the contrary.

At this juncture let us look for a moment at the paper just received from plaintiff Harland's counsel. It is denominated "Plaintiff's First Memorandum."

We use the words above "for a moment" because nothing new is covered requiring any further answer than that contained in our foregoing discussion.

However, the Court will note that his paper consists of 17 pages. That only pages 4 through 13 purport to deal with the evidence. And significantly enough, pages 7 through 13 deal exclusively with the proposition of Harland that:

> The highway in question was a secondary highway.
>
> The State Highway Commission had no authority to effect a change from secondary to primary.
>
> The highway is still a secondary highway.

Indeed, on pages 7, 8, 9, 10 and 12 of his paper, Harland on ten occasions asserts in essence that the highway designated by the State Highway Commission as a primary highway is in fact a secondary highway. Harland appears to pin virtually his entire claim of fraud upon an assumption he has literally picked from thin air. It appears that by iteration and reiteration he hopes to establish the false assumption as a sound fact.

This cannot be. Harland's factual assumption is based on a spurious promise. His legal reasoning is likewise specious. Let us see. Harland starts out by saying that since the legislature did not set up a definition of primary and secondary highways that the State Highway Commission is without authority under the existing statute to classify or reclassify highways in the State of Oregon. The effect of his reasoning is that the Commission may not reclassify a primary highway to a secondary highway, that it may not reclassify a secondary highway to a primary highway, and finally that it may not even classify in the first instance a new highway or a segment of a new highway--even when that new highway is designated by the legislature, as was done at the 1953 session where the legislature established the Willamina-Salem Highway (ORS 366.256).

At the risk of appearing repetitious we again set out the statute in effect on December 10, 1953, date of the reclassifying resolution. It was then 100-115 (30) O.C.L.A., now a part of ORS 366.290 (2), and reads as follows:

> "(30) Classifying highways. Classify and/or reclassify the highways comprising the state highway system, which classification may recognize and include primary and secondary highways."

It is the foregoing law that Harland says is of no force and effect. In other words, he says that because the legislature did not define a primary

highway and secondary highway, the Commission was without authority under the law to reclassify that portion of the Dallas-Coast Highway from its junction with the Salmon River Primary Highway southeasterly to Dolph Corner from a secondary to a primary highway. Likewise the conclusion of Harland is that for the same reason that portion of the new Willamina-Salem Highway from Dolph Corner easterly to Hickreall, the Commission is without authority in the first instance to classify it at all. He thus says that since that portion of the highway reclassified was originally secondary, it remains so — ten times he has said it. Would he say that in the first instance the original classification of that portion as a secondary was invalid? Under his reasoning if the Commission could not reclassify that part of the old Dallas-Coast Highway, how then, could the Commission have legally classified it as secondary originally? As mentioned above Harland's repeated assumption that the road is a secondary highway is a false basic premise. His reasoning is fallacious, and falls by its own weight. It is felt that our main brief in the foregoing pages adequately covers the point but since Harland chooses to belabor the issue, the new further remarks seem to us apropos.

It might also be appropriately mentioned that the case of Highway Commission Vs. Pacific Shoreland Co., 201 Or. 142, should afford no consolation to Harland. That was not a suit for injunctive relief, but one in condemnation. There two parcels of land were sought to be condemned. Defendant simply denied the necessity for the use of one parcel as right of way. Plaintiff failed to prove the necessity for right of way for that parcel. Defendant has the identical remedy at his disposal in the condemnation presently pending in this court. There is no analogy whatever between that condemnation action and this suit in injunction. Interestingly enough, Harland studiously avoids any reference to the many supreme court decisions involving injunctive relief cited herein or any of the other myriad cases on the subject at hand. We invite him to do so.

One more reference to Harland's brief might not be amiss. We have particular reference to his claim that Defendants' Exhibit "C" is a fraud upon the Federal Government. By inference he then parlays that to a fraud upon himself. Harland says on page 11 of his brief:

> ". . . instead of the 3800 cars that they gave us for the record here, 800 of which would use this cut-off, they imply, by referring to other places, that it may be used by 6800."

Harland well knows that the Federal Government accepted Oregon's [illegible] as a primary highway the entire overall project known as the Willamina-Salem Highway. Harland is equally aware that published records of the Commission (Plaintiff's own Exhibit 11) show a traffic count at the Salem end of the Willamina-Salem Highway of 6,800. Defendants' Exhibit "C" is perfectly clear on the point, and we quote therefrom:

> "The proposed route has a length of 26.2 miles and carries an average daily traffic ranging from 6,800 immediately west of Salem to 1,500 at the Willamina end."

Fraud, indeed! Here, again, Harland is grasping at straws. The remainder of Harland's comments in the nature of fraud of the Commission against the Federal Government simply do not merit comment.

CONCLUSION

We again respectfully call to the attention of your Honor our trial memorandum in support of our demurrer to plaintiff's complaint. There it is conclusively shown that:

1. The bare allegation of irreparable injury without factual showing of more will not sustain a complaint of injunction.

2. A failure to show any injury peculiar to the plaintiff is fatal to the complaint.

3. Plaintiff has an adequate remedy at law.

It is well to keep in mind also that not a scintilla of evidence was adduced by plaintiff that he would be damaged in any respect whatsoever.

Finally, anent this entire proceeding we quote from Rockhill v. Benson, 97 Or. 176, where the Court says at page 188:

> "There could be no system of highways, as contemplated and called for by the act, if the County Courts controlled the location, nor unless the commission, whose duty it is to provide such system, had authority to designate the route of the road."

Plaintiff has not proved gross impropriety and fraud of the State Highway Commissioners. The demurrer of defendants should be sustained and the application for injunction denied.

CHARLES PETERSON
Of Attorneys for Defendants

FORM E-1252 REV 2-55

RECEIVED
NOV 16 1955
FILED

F. 3250
1568
Baldock

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 15, 1955

Mr. Walter C. Winslow
Winslow, Harland, Winslow & Gabriel
Attorneys at Law
406 Masonic Building
Salem, Oregon

Dear Mr. Winslow:

This will acknowledge receipt of your letter of November 14, 1955, requesting information as to the correctness of a newspaper release concerning the award by the Highway Commission of the grading contract for the Dolph Corner-Rickreall Section of the Willamina-Salem Highway.

The Highway Commission at its meeting on September 22-23, 1955, elected to accept the low bid of Babler Brothers and directed the Highway Engineer to award the contract when certain conditions had been met. Pursuant to this authority and direction, the contract has been awarded to Babler Brothers, with the commencement of work being delayed until January 1, 1956, which will give the Court adequate opportunity to act upon Mr. Harland's petition for a temporary injunction.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE/jv/mlk
cc: Mr. R. H. Baldock
Mr. Leonard I. Lindas
Mr. Charles Peterson

defendants have denied ... .

all times herein mentioned and still is, a secondary highway.

RECEIVED
DEC 12 1955
FOR FILING

F-325 (1)
4565

November 9, 1955

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on September 22, 1955 accepted your proposal for Grading the Delph Corner-Richreall Section of the Willamina-Salem Highway in Polk County for the sum of $99,163 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4560.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

NOTED
J. Mc C.

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

Forrest Cooper
R. G. Savage, SIAC
S. H. Probert

defendants have desired to improve and rebuild has been at all times herein mentioned and still is, a secondary highway.

TELEGRAM SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

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WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 9, 1955
9:12 a.m.

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Contract for grading Dolph Corner-Rickreall Section of Willamina-Salem Highway, Polk County for which you submitted low bid on September 22, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

defendants have desired to improve and rebuild has been at all times herein mentioned and still is, a secondary highway.

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NOV 14 1955
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

F 325 (1)
4-1-6

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

November 9, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-325 (1), Dolph Corner-Rickreall Section of the Willamina-Salem Highway, we hereby concur as of this date in award of contract No. 4568 to Babler Bros., Inc. of Portland, Oregon, low bidder in the amount of $99,163.00 at the September 22, 1955 bid opening.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

defendants have desired to improve and rebuild has been at all times herein mentioned and still is, a secondary highway.

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FOR FILING

F-325(1)
45[illegible]

November 9, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for roadbed construction on the Dolph Corner-Rickreall Section of the Willamina-Salem Highway in Polk County, Project F-325(1), to Babler Bros., Inc., of Portland, Oregon, on the basis of the bid of $99,163.00 submitted on September 22, 1955.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

HHPsia

defendants have desired to improve and rebuild has been at all times herein mentioned and still is, a secondary highway.

RECEIVED
NOV 9 1955
FOR FILING

BABLER BROS., INC.
GENERAL CONTRACTORS
4617 S. E. MILWAUKIE AVE.
PHONE EAST 8677
PORTLAND 2, OREGON

LLOYD BABLER
PRESIDENT
RICHARD BABLER
VICE PRESIDENT
SECRETARY-TREASURER

F-325(1)
15 cf

W. C. WILLIAMS

November 7, 1955

Oregon State Highway Department
Salem
Oregon

Attention: Mr. W.C. Williams,
Deputy State Highway Engineer

Gentlemen:

Reference: Dolph Corner-Rickreall Section

According to a previous verbal agreement between J.D. Walker, Division Engineer, and Lloyd Babler, we hereby authorize a two-week extension of time from the date of this letter for the award of the above mentioned contract.

It is our understanding that we are to begin work on this project subsequent to January 1, 1956, suitable weather prevailing.

Very truly yours,

BABLER BROS., INC.

R.A. Richards

R.A. Richards
Office Manager

RR:mp

Copy to Probert.
" " Enfield

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NOV 9 1955
OREGON
STATE HIGHWAY COMMISSION

defendants have desired to improve and rebuild has been at all times herein mentioned and still is, a secondary highway.

REC
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FOR

F

LLOYD BABLER
PRESIDENT
RICHARD BABLER
VICE PRESIDENT
JAS. A. POLLOCK
SECRETARY-TREASURER

BABLER BROS., INC.

GENERAL CONTRACTORS
4617 S. E. MILWAUKIE AVE.
PHONE EAST 8677
PORTLAND 2, OREGON

November 8, 1955

Oregon State Highway Department
Salem
Oregon

RECEIVED
W. C. WILLIAMS

Attention: Mr. W.C. Williams,
Deputy State Highway Engineer

Dear Mr. Williams:

Reference: Dolph Corner-Richreall Section

After our telephone conversation this afternoon, I talked with Lloyd Babler regarding the extension of time of award, reference to his verbal agreement with J.D. Walker and provisions relating to the starting date of the work on this project.

Mr. Babler is in agreement with all the points brought out in my letter of this date.

Very truly yours,

BABLER BROS., INC.

R.A. Richards

R.A. Richards
Office Manager

RR:mp

Copy to Emerald

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NOV 9 1955
OREGON
STATE HIGHWAY COMMISSION

defendants have desired to improve [illegible]

all times herein mentioned and still is, a secondary highway.

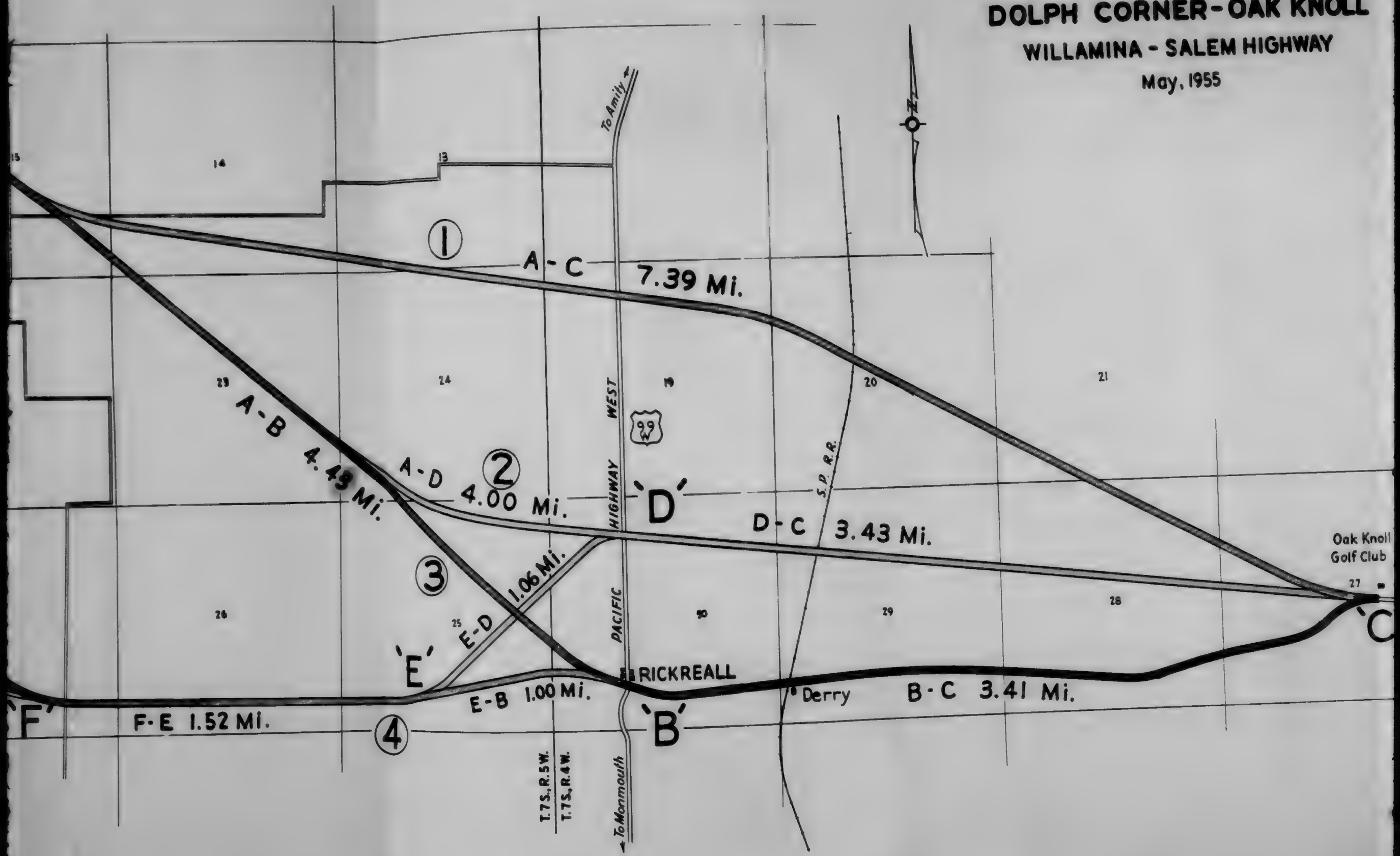
OREGON STATE HIGHWAY DEPARTMENT

Hearing Map

DOLPH CORNER - OAK KNOLL

WILLAMINA - SALEM HIGHWAY

May, 1955



To Monmouth

'A'

Dolph Corner

2.93 Mi.

A-G

A-F 3.13 Mi.

A-B 4.43 Mi.

A-C 7.39 Mi.

A-D 4.00 Mi.

D-C 3.43 Mi

E-D 1.06 Mi.

E-B 1.00 Mi.

F-E 1.52 Mi.

G-F 1.65 Mi.

'G'

'F'

'E'

'D'

'B'

1

2

3

4

15 14 13 18 20

22 23 24 19

27 26 25 30 29

To Amity

WEST HIGHWAY 99

S.P. R.R.

PACIFIC HIGHWAY

RICKREALL

Derry

DALLAS

T.7S., R.5W.

T.7S., R.4W.

To Monmouth

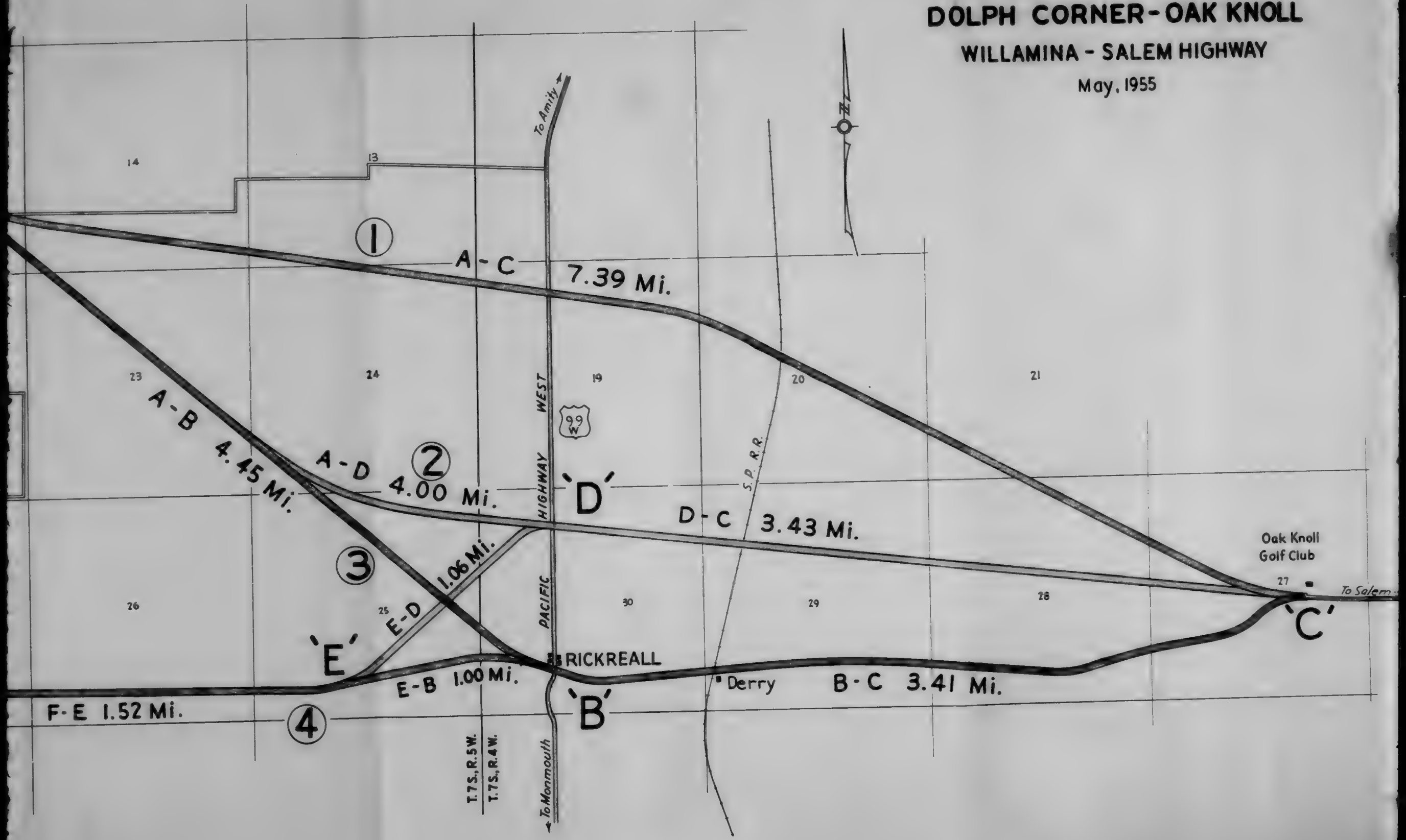
OREGON STATE HIGHWAY DEPARTMENT

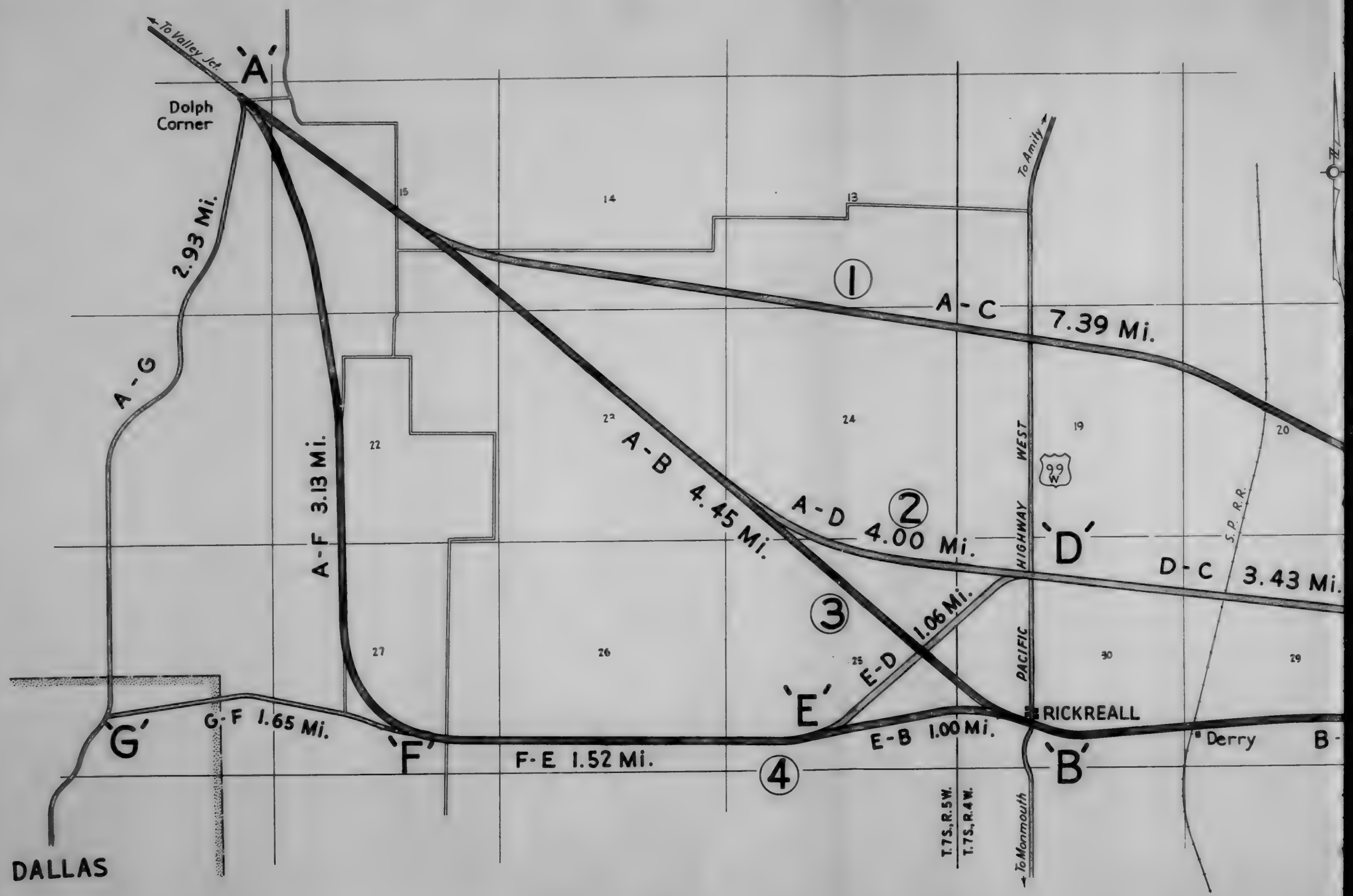
Hearing Map

DOLPH CORNER - OAK KNOLL

WILLAMINA - SALEM HIGHWAY

May, 1955




To Valley Jct.
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2.93 Mi.
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A-F 3.13 Mi.
A-B 4.45 Mi.
A-C 7.39 Mi.
A-D 4.00 Mi.
D-C 3.43 Mi.
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To Amity
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PACIFIC HIGHWAY
S.P. R.R.
RICKREALL
Derry
DALLAS
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NOTED
State Highway Engineer

No. 13306, HARLAND v. STATE HIGHWAY COMMISSION

(At the conclusion of counsel's argument, the Court remarked as follows:)

THE COURT: Mr. Peterson has been very quiet during all this discussion. I thought he might want to have a word to say.

Gentlemen, the Court fully appreciates the seriousness of this problem. I believe counsel may know that I tried a considerable number of condemnation cases in the city -- in Multnomah County. I tried substantially all of them recently that involved the condemnation of property to enlarge the airport. Some of the questions -- one of the fundamental questions presented here is present in all these condemnation cases, and it can't be raised successfully. It very infrequently, if ever, is raised successfully in all of these. That is the question of the wisdom -- not the wisdom exactly, but the arbitrariness ----

MR. W. C. WINSLOW: Propriety, isn't it the propriety of the improvement?

THE COURT: Propriety of it, and also whether it was motivated ----

MR. PETERSON: Necessitated is the word.

THE COURT: Yes, that is the word. But that was a question, as I understand the law, that the legislature has seen fit to

defendants have desired to improve and rebuild has been at all times herein mentioned and still is, a secondary highway.

vest in the Highway Commission. And I believe you have conceded, Mr. Winslow, that unless it is established, as you have charged in your complaint, by substantial -- sufficient substantial evidence -- and I think the courts go further where the charges are in the nature of fraud, which involve the charge of fraud or bad faith, the law requires that these charges be proved by clear and convincing evidence. And I just simply mention the fact because I think that is your problem. That is your main hurdle.

MR. W. C. WINSLOW: We admit this is ----

THE COURT: Unless the Court is convinced that the Highway Commission was motivated by -- something ulterior motivated them in this proceeding -- and I might say that in my experience in trying these condemnation cases, not only involving the airport, but some of these freeways in the City of Portland, a good many of them, and also approaches to some of our bridges, this problem has arisen, and it isn't merely sufficient to allege the charge that they were capricious, arbitrary, and so forth. Something more must be proven.

Now as I understand this case, you are relying upon the facts themselves here. I may not be -- I am hurrying a little bit, I don't want to take too long at this -- but your position is this: The fact that they have undertaken to spend a half million dollars to improve a highway which only adds to the convenience, and so forth, of, you might say, of relatively

defendants have desired to improve and rebuild has been at all times herein mentioned and still is, a secondary highway.

a small number of travelers, that is operators of cars, as compared to the old highway is an indication of fraud.

MR. W. C. WINSLOW: I don't claim that, very strong evidence of that.

THE COURT: I want to be sure.

MR. W. C. WINSLOW: Yes. I told you in my argument, your Honor, if it was that question alone I didn't think we would be here.

THE COURT: I know you made that statement. In your reply you still used the term ulterior motive.

MR. W. C. WINSLOW: That is right, and if they are doing that for an ulterior motive, then we would be here.

THE COURT: The point is, where is the evidence of the ulterior motive? That is what I am shooting at.

MR. W. C. WINSLOW: We think it is here.

THE COURT: I am not asking you to answer now. You have had a lot to say, but in your memorandum I wish you would keep that in mind.

MR. W. C. WINSLOW: I will do that very thing.

THE COURT: The court, in all jury cases, has to instruct the jury certain phases of their duties. Take in this case, I have to instruct myself as I would a jury. The issues in this case are defined and circumscribed by the pleadings of the parties. I am not, in my disposition of this case, permitted to go outside of the issues presented here. I am not required

defendants have desired to improve and rebuild has been at all times herein mentioned and still is, a secondary highway.

to consider any issues except those presented by the pleadings. That is what I have instructed you, and I have instructed myself actually, when I undertake to decide the issues of fact as well as the issues of law. I am mentioning that, Mr. Winslow, so that you will devote some time to that question.

MR. W. C. WINSLOW: Be glad to do it.

THE COURT: I am not saying at this time that you haven't established that charge. I am merely pointing out the necessity for a clear and convincing proof, and I have some doubts at the moment as to whether or not the program presented here by the Highway Commission, their reasons for it -- you understand what I mean without going into detail? -- and their methods of determining what they term the beneficial -- what is it? -- quotient, or whether that is one which is based upon actualities or experience, or whether that is to some extent the theory -- you understand what I mean? -- whether it is actually warranted by facts in the record.

I was compelled at different times to ask some of those engineers, Mr. Baldock and others, whether or not these quotients they have arrived at, how much of that is theory and how much is based upon actual experience, whether actual experience in the operation of these highways would prove that these quotients are accurate. You understand what I am saying, gentlemen?

I have had these problems and before I was appointed

defendants have desired to improve and rebuild has been at all times herein mentioned and still is, a secondary highway.

to the bench I had these problems you can realize. I tried a number of cases for the Public Utilities Commissioner against The Pacific Telephone Company and also the electric companies there in Portland. We had these same problems. There is considerable theory and it makes it difficult sometimes for the Court to arrive at actualities. Get what I mean?

I also want to say this, and this is all I want to say at this time, I can fully appreciate the plaintiff's position here and his feelings in the matter. If I understand correctly, this highway, the way it is projected, is to go diagonally across his property. I had experienced something of this nature up in eastern Oregon one time in my experience where the Highway Commission projected a highway which bisected a very fine orchard. In that situation they did compromise the owner by changing that so as not to divide his orchard in two parts.

As I say, I understand the plight of the plaintiff in this case and it isn't any matter that can be treated lightly and I say this, with all deference to the Highway Commission, I realize and fully appreciate their difficulties too, but in using this measurement to determine the amount of compensation to award in these condemnation proceedings, I have encountered many instances, gentlemen, in being compelled to use these measuring sticks, where the loss inflicted upon property owners was not, in my opinion, adequately compensated for, but there is nothing that the Court could do about it because we are

defendants have desired to improve and rebuild has been at all times herein mentioned and still is, a secondary highway.

bound by the law.

MR. PETERSON: I take it, your Honor, there are many times, no doubt, when you have thought that the compensation awarded by a jury was much more ----

THE COURT: Yes, I will admit that too, but this is not a condemnation case.

MR. PETERSON: That is right.

THE COURT: I was merely pointing that out, and when you file memorandums, you have in mind what the Court has stated to you, that what he considers the crucial point is that the plaintiff prove the charge in the complaint that this location of this highway was arbitrary, capricious, and so forth. In my notion when a charge of that kind is made against a body like the Highway Commission, personnel of which includes men of repute, high standing, it is a serious one, because implicit in that charge, in my opinion, is the idea that someone might, some group of people, limited number of people, may have reached the Highway Commission some way and prevailed upon them to locate the highway, in this situation a route from Salem to the coast. Understand what I mean?

Of course there is no evidence here, Mr. Winslow, of any direct proof that any individuals or group of individuals have attempted any such thing or prevailed. I think that is all I would say. Have I made myself clear?

The problem that the Court is going to consider, and

---

defendants have desired to improve and rebuild has been at all times herein mentioned and still is, a secondary highway.

in my opinion the issues to be resolved, are related to those problems and will control the Court's final decision.

Any questions you gentlemen would ask?

MR. PETERSON: In view of the present setup, your Honor, relative to the fact that the matter has progressed this number of years now to a point where the bids have been opened, I would ask your Honor, does your Honor wish to set any time limit upon when these matters should be resolved so that we will know what to do with our contractual relations?

MR. W. C. WINSLOW: I will be glad to have my memorandum in this week.

THE COURT: I would say, gentlemen, you can expedite the final disposition by getting your memorandums in promptly.

MR. PETERSON: That is agreeable.

THE COURT: I will set aside a day after I have received your memorandums, I will set aside a day to come down here or you can come to Portland and we will ----

MR. W. C. WINSLOW: We just as well come to Portland.

THE COURT: We will talk the matter out to the finish because if the Court is put in a position where he would have to write an opinion -- you realize what we are up against in Portland -- I have written many lengthy opinions in my time, but when I do that it is at the expense of lots of other litigants who have cases waiting to be tried.

MR. W. C. WINSLOW: Gentlemen, we can come to Portland,

defendants have desired to improve and rebuild has been at all times herein mentioned and still is, a secondary highway.

can't we? We will come to Portland.

THE COURT: Come to Portland?

MR. W. C. WINSLOW: We will come to Portland.

THE COURT: Very well.

MR. PETERSON: I should agree. That is my home.

THE COURT: For the purpose of this proceeding, this court is adjourned.

(Thereupon, at 5:15 o'clock P. M., September 27, 1955, the proceedings were adjourned.)

---

defendants have desired to improve and rebuild has been at all times herein mentioned and still is, a secondary highway.

RECEIVED
OCT 1 1955
FOR FILING

September 30, 1955

Mr. and Mrs. John L. Cotter
Dallas, Oregon

Dear Mr. and Mrs. Cotter:

This will acknowledge your letter of September 29, 1955 in which you protest the construction of a highway between Rickreall and Dolph Corner as proposed.

Your letter will be brought to the attention of the members of the State Highway Commission and the State Highway Engineer for their information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

defendants have desired to improve and rebuild has been at all times herein mentioned and still is, a secondary highway.

ACKNOWLEDGED
H. B. [illegible]

[redacted]
Dallas, Ore.
Sept. 29, 1955

State Highway Commission
Salem, Ore.

Dear Sir:

I think you are terribly wrong, in fact, a dictator, if you carry through your plan to bisect the property of these farmers in Polk Co. to get a right of way for your highway - Lands that these farmers have been pleading to save from your at. I can not see how you or anyone else has a right to impose on another man's property without his permission and he certainly did not give you that permission.

Furthermore, you say the new highway or expressway as it is now called, is to be build for safety reasons and the welfare of the people. Bosh! It would be another speed way for the fools that would mean death for hundreds, the same is taking place on California freeways. You may call this progress, yes, progress toward what? death and destruction. You know

[illegible]

defendants have desired to improve and rebuild has been at all times herein mentioned and still is, a secondary highway.

you can not keep fools off the highway, especially those with liquor under their belts

I admire Mr. Harland and the others who are fighting this highway through their property. They pay big property taxes to keep their land safe. Why should they allow it to be sliced and ruined just to please a few people? You are cruel to insist so stubbornly. I think Mr. Harland is as stubborn as you though, and more power to him. He has his rights to defend as a good citizen.

Sincerely

Mr. and Mrs. John L. Cotter

RECEIVED
SEP 30 1955
OREGON
STATE HIGHWAY COMMISSION

defendants have desired to improve and rebuild has been at all times herein mentioned and still is, a secondary highway.

RECEIVED
SEP 30 1955
FOR FILING

F 325 (1)
#268

September 28, 1955

Oregon State Highway Commission

Gentlemen:

I am enclosing a copy of a letter from Mr. Eugene W. Fisher, of Dallas, and my reply. I thought there was no use in trying to explain to this man this situation of a location which is now under an injunction, and I trust you approve the type of letter I have written him which merely thanks him for receipt of his letter.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
Encl.

(Richard-Knight Corner)

defendants have desired to improve and rebuild has been at all times herein mentioned and still is, a secondary highway.

RECEIVED
SEP 27 1955
FOR FILING

September 26, 1955

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission on September 22, 1955 accepted your bid in the amount of $99,163.00 for grading of Dolph Corner-Rickreall Section of the Willamina-Salem Highway in Polk County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

bm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

defendants have desired to improve and rebuild has been at all times herein mentioned and still is, a secondary highway.

RECEIVED
SEP 27 1955
FOR FILING

September 26, 1955

County Court of Polk County
Court House
Dallas, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Polk County a fully executed copy of a Through-way Agreement between the State Highway Commission and Polk County covering the Rickreall-Dolph Corner Section of the Willamina-Salem Highway.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc.

defendants have desired to improve and rebuild has been at all times herein mentioned and still is, a secondary highway.

RECEIVED
SEP 27 1955
FOR FILING

F 3-1 (1)
454

Salem, Oregon
September 26, 1955

Agenda Item 5-1

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Dear Mr. Cattrall:

Attached is a conformed copy of a throughway agreement with Polk County covering the Rickreall-Dolph Corner Section of the Willamina-Salem Highway in Polk County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the County Court of Polk County.

Very truly yours

Secretary

rn
Attach: 1

defendants have desired to improve and rebuild has been at all times herein mentioned and still is, a secondary highway.

FORM S-129 6CM REVISED 2-

RECEIVED
SEP 22 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

September 19, 1955

Mr. Ben R. Chandler, Chairman
State Highway Commission
P. O. Box 809
Coos Bay, Oregon

Mr. Chas. H. Reynolds, Member
State Highway Commission
P. O. Box 898
La Grande, Oregon

Mr. M. K. McIver, Member
State Highway Commission
255 S. W. Broadway
Portland 5, Oregon

Re: Report of institution of
case of Joseph H. Harland
vs. State Highway Commission

Gentlemen:

As you know, we have been engaged in negotiating for the acquisition of necessary right of way for the construction of the Dolph Corner-Rickreall Section of the Willamina-Salem Highway in Polk County, Oregon. The route of this proposed highway has been extremely controversial and some time ago we were advised that Mr. Joe Harland, a property owner from whom it is necessary to acquire some right of way, intended to institute legal proceedings to restrain construction of the highway. Although service of summons and complaint has not been made upon any officer of the State Highway Commission as of this date, we learned through newspaper articles published on September 14, 1955, that Mr. Harland had filed a complaint. Immediately after the appearance of these articles we obtained a copy of the complaint from the office of the County Clerk in Polk County. A copy of the complaint is attached hereto for your information.

The plaintiff bases his action upon two primary grounds. It is alleged that after the State Highway Commission surveyed the proposed route, the Commission made application to the County Court of Polk County, Oregon, for its approval of the route and that the County Court denied such application and has never since given its approval thereto. The plaintiff then concludes that the resolution of the Commission adopted on December 10, 1953, classifying the Willamina-Salem Highway, including the Dolph Corner-Rickreall Section, as a primary highway was arbitrary, capricious, a gross abuse of discretion and done in bad faith. The plaintiff contends that the section of highway involved is not a primary highway and that the resolution adopted by the Commission failed to make it so. This position of the plaintiff is apparently taken for the purpose of raising the issue of whether or not a secondary highway can be established without the consent of the county through which the highway

[illegible] highway, and that said highway which said

defendants have desired to improve and rebuild has been at

all times herein mentioned and still is, a secondary highway.

is to be constructed. The plaintiff further alleges that the Commission "pretended" to hold public hearings as to the advisability of adopting the route of the proposed highway but that prior to said hearings the Commission had determined to follow said route and consequently said hearings were sham and pretense and were not held in good faith.

The plaintiff prays for a temporary restraining order and for a permanent injunction restraining the Commission from acquiring or attempting to acquire a right of way over the route involved or from constructing or attempting to construct a road over any portion of said route or from expending any of the road funds of the State of Oregon in connection therewith. As noted above, service of summons and complaint has not yet been made, however newspaper articles indicate that a hearing on the application for the injunction is scheduled for 9:30 A.M. on September 26, 1955. We will, of course, take all necessary action to resist this action. The Commission will receive bids for the grading of the Dolph Corner-Rickreall Section of the Willamina-Salem Highway at its September 22nd and 23rd meeting. In view of the institution of this action, it is recommended that the bids be opened and the lowest responsible bidder determined but that the award of the contract be deferred until the Court has acted upon Mr. Harland's prayer for a temporary restraining order.

Very truly yours,

C. W. ENFIELD
Chief Counsel

RLM/mlk
cc: Mr. R. H. Baldock
Mr. H. B. Glaisyer
Mr. C. H. Maison
Mr. Forrest Cooper
Mr. Robert Y. Thornton

[illegible] highway, and that said highway which said defendants have desired to improve and rebuild has been at all times herein mentioned and still is, a secondary highway.

FILED
POLK COUNTY OREGON
Sep 12 4:28 PM 1955

No. 13306

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF POLK

JOSEPH H. HARLAND . . . . . ,
Plaintiff,

vs.

BEN R. CHANDLER,
CHAS. H. REYNOLDS, and
M. K. McIVER, constituting the
STATE HIGHWAY COMMISSION. . . . . ,
Defendants.

C O M P L A I N T

Plaintiff for his cause of suit alleges:

I.

That plaintiff is a taxpayer and a contributor to the road funds of the State of Oregon and the owner of real property through which the proposed road hereinafter referred to will go, and this suit is brought by plaintiff for and on behalf of all parties similarly situated.

II.

That defendants are the duly appointed, constituted, and acting Highway Commission of the State of Oregon.

III.

Defendants have, for some time last past, desired to rebuild and improve a portion of what is known as the Dallas Coast Highway from Dolph corner to some point connecting with the Salem-Dallas Highway, and that said highway which said defendants have desired to improve and rebuild has been at all times herein-

IV.

That in furtherance of their purpose and desire, defendants have caused their engineers to survey and locate several routes; that among such routes defendants' engineers have surveyed and located a route leaving the Dallas-Salem Highway at Rickreall and running in a Northwesterly direction to Dolph corner.

V.

That after defendants surveyed said proposed route from Rickreall to Dolph corner, defendants made application to the County Court of Polk County, Oregon, for its approval of said route, and said County Court denied such application and has never since given its approval thereto.

VI.

That thereafter and on December 10, 1953 defendants pretended to pass the following resolution:

"RESOLUTION

WHEREAS, under the provisions of § 100-155, O.C.L.A., as amended by Chapter 252, Oregon Laws 1953, the Highway Commission is given specific power and authority, among other things, to classify and reclassify the highways comprising the state highway system as primary highways and secondary highways; and

WHEREAS, the Highway Commission has heretofore classified the Salem-Dallas Highway as a primary highway, and has heretofore classified the Dallas-Coast Highway as a secondary highway; and

WHEREAS, the Forty-Seventh Session of the Legislative Assembly, by Chapter 252, Oregon Laws 1953, amended § 100-115, O.C.L.A., by adding to the list contained therein of highways required to be included in the system of state highways, the Willamina-Salem Highway and the Dallas-Rickreall Highway, the routes of which said highways are described in part as being the same as the present routes of the Salem-Dallas Highway and the Dallas-Coast Highway; and

WHEREAS, it is the judgment and opinion of this Commission that the Willamina-Salem Highway should be classified as a primary highway, and that the Dallas-Rickreall Highway should be reclassified as a secondary highway, and that the portion of the Dallas-Coast Highway not included within the route of the Willamina-Salem Highway should retain its classification as a secondary highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by this Commission as follows:

1. That the Willamina-Salem Highway, extending from a junction with the Salmon River Highway West of Willamina, easterly via Rickreall to a junction with the Pacific Highway East in Salem, is hereby classified as a primary highway and named and designated as the Willamina-Salem Highway, State Highway No. 30. This highway includes as a part thereof the section of the former Salem-Dallas Highway, extending from Salem westerly via West Salem to Rickreall; the section of the former Dallas-Coast Highway extending from Dolph Corner northwesterly via Salt Creek and Buell to a junction with the Salmon River Highway west of Willamina; and a section of highway which has been surveyed and located but has not yet been constructed, extending from Rickreall northwesterly to Dolph Corner.

2. That the section of the former Salem-Dallas Highway extending from an intersection of Main and Court Streets in Dallas easterly to a junction with the Willamina-Salem Highway, at or near Rickreall, is hereby reclassified as a secondary highway and renamed and redesignated as the Dallas-Rickreall Highway, State Highway No. 189.

3. That the section of the former Dallas-Coast Highway extending from a junction with the Dallas-Rickreall Highway, at or near Dallas, northerly to a junction with the Willamina-Salem Highway, at or near Dolph Corner, retain its classification as a secondary highway, and is hereby renamed and redesignated as the Dallas-Dolph Corner Highway, State Highway No. 192.

4. That this resolution be entered in the minutes and records of this Commission as of the 10th day of December, 1953."

VII.

That thereafter defendants pretended to hold public hearings as to the advisability of adopting said route, but that prior to said hearings said defendants had determined to follow said route, and said hearings were sham and pretense and were not held in good faith.

VIII.

That that portion of what defendants call the Willamina-Salem Highway, extending from a junction with the Salmon River Highway, West of Willamina, Easterly to Rickreall, is not a primary highway, and that the resolution referred to above, passed by the defendants, attempting to so declare it, does not make it such under any definition of that term, and the action of defendant in passing said resolution and in determining to follow the route above referred to and described, from Rickreall to Dolph corner, is arbitrary, capricious, a gross abuse of descretion, in bad faith, done with a bad motive and purpose, is not economically sound, practical, nor does it best serve the travelling public.

IX.

That defendants are now attempting to negotiate and acquire a right of way for said route, and will, unless restrained and enjoined from so doing, enter into contracts for the purchase of such a right of way and acquire the same and expend the road funds of the State of Oregon for the acquisition of a right of way and for the construction of a road over said route, to the great and irreparable damage of plaintiff.

X.

That plaintiff has no plain, adequate, or complete remedy at law.

WHEREFORE, plaintiff prays for a Decree of this court as follows:

(a) For a temporary restraining order, restraining and enjoining defendants, their officers, agents, attorneys, or employees, from acquiring, or attempting to acquire, a right of way over the route herein referred to, or from constructing, or attempting to construct, a road over any portion of said route, or from expending any of the road funds of the State of Oregon in connection therewith;

(b) On the final hearing of these issues herein involved, said defendants, their officers, agents, attorneys, and employees, be permanently enjoined and restrained from acquiring, or attempting to acquire, a right of way over the route herein referred to, or from constructing, or attempting to construct, a road over any portion of said route, or from expending any of the road funds of the State of Oregon in connection therewith;

(c) For such other, further, and different relief as to this court may seem just and equitable.

Norman K. Winslow

W. C. Winslow

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, JOSEPH H. HARLAND, being first duly sworn, depose and say that I am the Plaintiff in the within entitled matter; that I have read the foregoing Complaint, and that the allegations thereof are true, as I verily believe.

Joseph H. Harland

Subscribed and sworn to before me this 8 day of September, 1955.

W. C. Winslow

Notary Public for Oregon.
My Com. Expires: June 1, 1956.

RECEIVED
OCT 19 1955
FOR FILING

AGENDA
2h

FORM E30—50M—2-55—62866

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 16, 1955

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary
O f f i c e

Dear Mr. Glaisyer:

Please place the following item on the agenda for the September 22nd and 23rd meeting of the Highway Commission:

Report of case of Joe Harland vs. State Highway Commission.

Very truly yours,

NOTED
H. B. GLAISYER

C. W. ENFIELD
Chief Counsel

By Robert L. May
ROBERT L. MAY, JR.
Assistant Counsel

RLM/mlk

RECEIVED
JUN 7 1957
FOR FILING

1-2-58(1)

4565

Sept 10, 1957

(COPY)

Served 10:25 A.M.
Sept. 22, 1957 Portland
W. C.
With 5 Exs. Winslows'
Personal check

STATE OF OREGON,
County of POLK } ss.

In the Name of the State of Oregon:

To HERBERT B. GLAISYER:

You are hereby commanded to appear in the Circuit Court of the State of Oregon, for the County of Polk at the Court House in Dallas, in said Polk County, on the 26th day of September, 1957, at 9:30 o'clock A. M., to give evidence in a cause wherein Joseph H. Harland is Plaintiff and State Highway Commission is Defendant on the part of Plaintiff, and bring ** with you the documents referred to on the reverse side of this subpoena.

WITNESS my hand and the seal of said Court affixed at Dallas, Oregon, this 16th day of September, 1957.

E. B. HAMILTON Clerk

(Court Seal)

By Ava Bercaw Deputy

STATE OF OREGON,
County of Marion } ss.

I hereby certify that the above is a true and correct copy of the ~~original~~ Subpoena for said witness and the whole thereof.

Attorney for Plaintiff

x (7) ✓ Records of the Highway Commission as to number of cars per day travelling over the Salem-Dallas Highway and that portion of the Salem Coast Highway by way of Salmon River or Willamina from Dallas to the Wallace Bridge.

Lindas & Peterson — 1 copy

(1) Records of the State Highway Commission with reference to application of the State Highway Commission to the County Court for Polk County, Oregon, for its approval of what is known as the Rickreall-Dolph Corner section of Salem Coast Highway; same consisting of a letter sent to the County Court, requesting approval, and letter from the County Court in answer thereto, dated approximately October, 1951, the reply of the court being dated some time in November of 1951.

(2) Record of the State Highway Commission, declaring that portion of the Salem Coast Highway by way of the Salmon River, from the Wallace Bridge a short distance West of Willamina to Dallas, to be a secondary highway.

(3) Record of the State Highway Commission, showing change of this portion of said road to primary highway, this record being dated Dec. 10, 1953.

(4) Transcript of hearing with reference to the Rickreall-Dolph Corner cut-off, held at Rickreall on or about May 24, 1955, including complete transcript of the evidence.

Bob May (5) Record of hearing with reference to the same road, held in Portland on or about May 26, 1955, including complete transcript of testimony.

Bob May (6) Engineer's map, showing exact location of said proposed road from Rickreall to Dolph Corner. see #3 ?

(7) Records of the Highway Commission as to number of cars per day travelling over the Salem-Dallas Highway and that portion of the Salem Coast Highway by way of Salmon River or Willamina from Dallas to the Wallace Bridge.

RECEIVED
SEP 16 1955
FOR FILING

E 33 C
428

Given to Oswego Journal

The location of the Dolph Corner-Rickreall Section of the Willamina-Salem Highway has been made in accordance with the designation of and the general route of the highway as established by a 1953 Act of the Legislature.

A public hearing was held on May 24, 1955 at the Grange Hall in Rickreall, at which time all interested persons were invited to present their views concerning the location and construction of the proposed Dolph Corner-Rickreall Section of highway, which public hearing was attended by Mr. Joe Harland as well as a large number of other persons.

Subsequently, the Highway Commission, after duly considering all matters in relation to this project including the information developed at the hearing, made a final selection of the route and ordered the purchase of rights of way and the calling for bids for the construction of the project at the earliest possible date.

September 15, 1955

RECEIVED
SEP 15 1955
FOR FILING

September 14, 1955

Mr. C. C. Polk
District Engineer
United States Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Mr. Polk:

The Highway Department has submitted to you plans for the construction of the Dolph Corner-Rickreall Section of the Willamina-Salem Highway in Polk County, Oregon. The construction of the highway is to be a regular federal aid project, and the Highway Commission will receive bids for the grading of this section of highway on September 22, 1955.

Section 12b of the Federal Highway Act requires any State Highway Department which submits plans for a federal aid highway project involving the bypassing of any city or town to certify to the Commissioner of Public Roads that it has had public hearings and considered the economic effects of such a location.

The Dolph Corner-Rickreall Section of the Willamina-Salem Highway does not involve the bypassing of any city or town but is an entirely new highway being constructed as specified and designated by an act of the 1953 Legislative Assembly. It was not necessary, therefore, under either State or Federal laws or regulations that a public hearing be held. Notwithstanding this fact, however, it was the feeling of the Oregon State Highway Commission that the people in the area should be given an opportunity to express their views as to the proposed construction, and on May 24, 1955, a public hearing was held in Rickreall for that purpose. A number of interested persons appeared and expressed their views at the public hearing and after considering the matters developed at the hearing, as well as the economic effects of the proposed project, the Highway Commission directed that the construction of the highway proceed. As noted above, neither State nor Federal law required that a public hearing be held and this certification is being given to you simply for your information.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

RHB/mlk

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SEP 14 1955
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

September 7, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-325(1), Dolph Corner-Rickreall Section of the Willamina-Salem Highway.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. POLK
District Engineer

By
A. F. BESTER
Supervising Hwy. Design Engineer

RECEIVED
SEP 14 1955
STATE HIGHWAY COMMISSION

Soils Engineer Division

cc

Section

Res. Eng.

OREGON STATE HIGHWAY DEPARTMENT

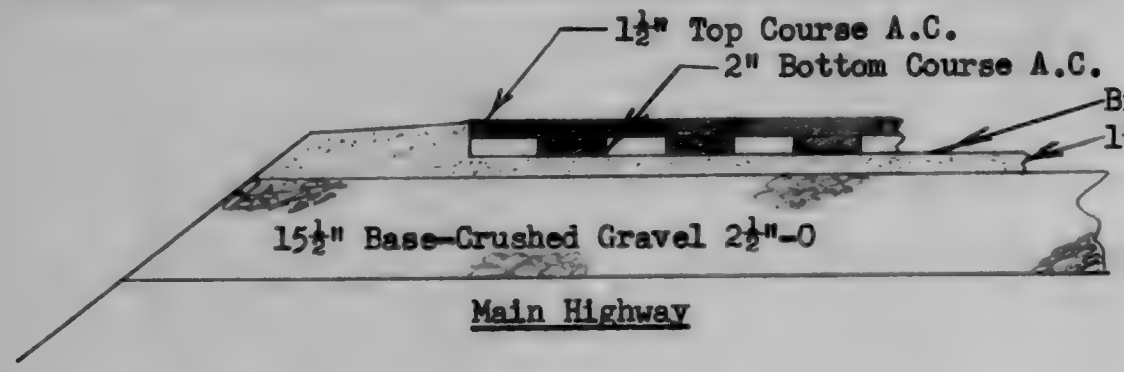
OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

F 32(1)
1-27-1

Section Dolph Corner-Rickreall Highway Willamina-Salem County Polk Prefix 27-1035

Res. Engr. V. D. Wolfe Length of Project 4.44 Miles. Sta. 622+00 to Sta. 856+00 Date Aug. 16, 1955

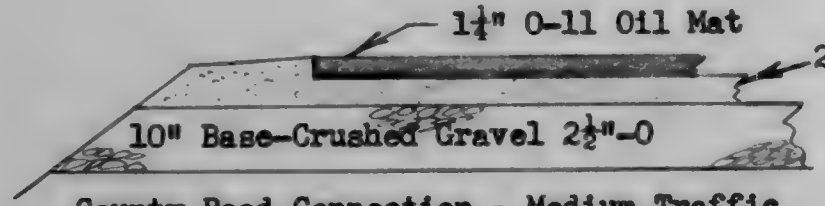
TYPICAL SECTIONS ADT Trucks - 170 Traffic Classification - V-H



Main Highway

Typical Soil			
90% Pass200	37% Silt		
51 LL	23 "R" Value		
25 PI			

	Required Base & Wear. Crushed	Not Crushed	Designed Base & Wear. Exist. Surf. Allow.	New Work	
Main Highway					
				3½"	A[illegible]ith Binder.
				1½"	Level
				15½"	Base
	20½"			20½"	Total
County Road Connection					
				1¼"	Oil Mat
				2"	Level
				10"	Base
	12½"			13¼"	Total



County Road Connection - Medium Traffic

Sta. 671+50 to Sta. 678+50

NOTE: Use 45% fracture on portion retained on #¼ seive and LL control of fines.

P (GMH)

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
~~Buell Gravel Pit M.P. 4.65~~	~~369455~~	~~2.92~~	~~Gravel~~	~~4"~~	~~17~~	~~4~~	~~17.2~~		~~38~~	~~10~~	~~Base & A.C.~~
Buell Gravel Pit M.P. 4.65 Willamina-Salem Highway	369274	2.82	Gravel	5"	22	5	22.7	——	40	12	Base & A.C.
	369275	2.91	Gravel	4"	32	9	24.5	——	40	14	Base & A.C.
	369276	2.95	Gravel	4"	25	11	16.3	——	40	15	Base & A.C.
	369277	2.91	Gravel	4"	19	5	18.1	——	39	7	Base & A.C.
	369453	2.94	Gravel	5"	25	17	13.6	——	42	10	Base & A.C.
	369454	2.89	Gravel	4"	18	12	13.6	——	36	7	Base & A.C.

Submitted by [illegible] Soils Engineer

Recommended by [illegible] Construction Engineer

Recommended by [illegible] Engineer of Materials

Approved by [illegible] Deputy State Highway Engineer

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

RECEIVED
1955
FOR FILING

FORM E-99X—60,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9, 1955

SUBJECT: R-18161 Joseph Harland
Dolph Corner-Rickreall Section
Dallas-Coast Highway

To: Memorandum to File

L

NOTED
State Highway Engineer

On Monday, August 8, 1955, I called Mr. W. C. Winslow, attorney for Mr. Harland in the above case, in order to discuss the fact that Mr. Harland has up until the present time refused to permit real property appraisers for the State to go upon his property for the purpose of appraising the same.

Mr. Winslow advised that he felt that nothing could be gained by refusing to permit the appraisers to inspect the property and would advise Mr. Harland to permit the appraisers to go upon the property.

Mr. Winslow stated that one reason for Mr. Harland's reluctance to permit appraisers to go upon the property was the fact that Mr. Harland is seriously considering legal proceedings to restrain the construction of the highway, particularly across Mr. Harland's property. He did not wish to do anything which might prejudice his rights in such a proceeding. Mr. Winslow advised that in his opinion permitting the appraisers to go upon the property would not prejudice Mr. Harland's rights in any way. Mr. Winslow indicated without stating so expressly that Mr. Harland still is seriously considering the institution of some sort of legal proceedings.

ROBERT L. MAY, JR.
Assistant Counsel

RLM/mlk
✓cc: Mr. R. H. Baldock
Mr. R. L. Porter
Mr. Leonard I. Lindas

RECEIVED
JUL 7 - 1955
FOR FILING

File

Material given to Senator Leth
July 7, 1955

A delegation from the City of Dallas came before the Commission concerning improvement of the highway between Salem and Dallas. The following people were present: Mr. Hollis Smith, Mayor; Mr. Otto B. Adolf, President, Chamber of Commerce; Mr. Lynn McCulley, City Auditor, and Mr. C. L. Marsters, City Attorney. Mayor Smith acted as spokesman and introduced the other members of the delegation. He presented a resolution adopted by the City Council of the City of Dallas, urging immediate improvement of the Salem-Dallas Highway and construction of an access road from Dallas to the Dolph Corner-Rickreall Section when this new section is constructed. He also presented a resolution from the Dallas Chamber of Commerce, a resolution from the Dallas Junior Chamber of Commerce, a resolution from the Dallas Lions Club, a resolution from the Dallas Rotary Club, a letter from Gerlinger Carrier Co., and a letter from the Willamette Valley Lumber Company, all endorsing these same improvements. He also called attention to plans for construction of a new mill in Dallas which will employ a considerable number of people many of whom will travel the Salem-Dallas Road.

Chairman Chandler stated that the Commission today had adopted the survey for relocation of the section of the Willamina-Salem Highway between Rickreall and Dolph Corner and that to complete this section of the road would take all the available funds for this area for several years. Improvement of the present road, he stated, is a question of money and there is none now available.

Excerpt from the Minutes of the
Oregon State Highway Commission
meeting of May 26, 1955

RESOLUTION

A Resolution of the Dallas Chamber of Commerce.

BE IT RESOLVED by the Board of Directors of the Dallas Chamber of Commerce:

That the Dallas Chamber of Commerce respectfully requests the State Highway Commission to favorably consider the immediate improvement of the Salem-Dallas Highway.

That if and when the Dolph Corner cut-off road is constructed that the State Highway Commission also include in such plan the immediate construction of the shortest feasible access road from the City of Dallas to said cut-off.

That Hollis S. Smith, the Mayor of the City of Dallas be, and he hereby is authorized to formally present this resolution to the State Highway Commission at its regular meeting May 26, 1955.

Adopted April 25, 1955.

/s/Otto B. Adolf
President

/s/ D. R. Fredricks
Secretary

RESOLUTION NO. 1040

A Resolution requesting the State Highway Commission to favorably consider the immediate improvement of the Salem-Dallas Highway and the construction of the shortest feasible access road from the City of Dallas to the proposed Dolph Corner cut-off road; and authorizing the Mayor to formally present this resolution to the Commission at its regular meeting in Portland May 26, 1955.

WHEREAS, the State Highway Commission will at its regular meeting to be held in Portland, Oregon, on the 26th day of May 1955, hold a public hearing relative to the feasibility of constructing a cut-off road from Dolph Corner to connect with the Salem-Dallas Highway; and,

WHEREAS, if and when said Dolph Corner cut-off road is constructed the State Highway Commission should include in said plans the immediate construction of the shortest feasible access road from the City of Dallas to said cut-off road; and,

WHEREAS, the City Council believes that more benefits will accrue to a greater number of people at this time by the immediate improvement of the Salem-Dallas Highway,

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

Section 1. That the City Council of the City of Dallas hereby respectfully requests the State Highway Commission to favorably consider the immediate improvement of the Salem-Dallas Highway.

Section 2. That if and when the Dolph Corner cut-off road is constructed that the State Highway Commission also include in such plan the immediate construction of the shortest feasible access road from the City of Dallas to said cut-off.

Section 3. That the Mayor be, and he hereby is, authorized and directed to formally present this resolution to the State Highway Commission at its regular meeting May 26, 1955.

Adopted May 2, 1955.

Approved May 2, 1955.

/s/ Hollis S. Smith
Mayor

Attest:

Lynn H. McCulley
Auditor and Police Judge

RECEIVED
MAY 31 1955
FOR FILING

F 32
4128

May 31, 1955

Woodburn Hospital
First and Hayes Streets
Woodburn, Oregon

Gentlemen:

Received in today's mail was a petition signed by 21 residents of Woodburn in which the State Highway Commission is requested to relocate the Rickreall-Salt Creek Cut off so as to eliminate the hazards that prevail along the existing route and to improve travel conditions between Rickreall and the junction with Highway No. 18 at Wallace Bridge.

The Highway Commission held a public hearing in Rickreall on Tuesday, May 24th, and discussed the matter further among themselves at its regular meeting on May 25 and 26. As a result of the deliberations, the Commission unanimously adopted the location which extends from Rickreall to a connection with the presently improved highway at a place known as Dolph Corner. Construction on the adopted alignment will go forward as rapidly as is possible.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

April 18, 1955

Honorable Members of the State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

In view of the extreme hazardous conditions prevailing at the present time in highway travel, from Rickreall, Oregon to Coast points via the present highway, and whereas: the major portion of automobile traffic from the Willamette Valley originates East and Southeast of Rickreall, we, the undersigned, heartily endorse and petition the Oregon State Highway Commission to effect such relocation of the Rickreall Salt Creek cut off, as will in their opinion eliminate this hazardous condition, and improve travel conditions from Rickreall, Oregon to the Wallace Bridge Junction of Highway No. 18.

Respectfully submitted:

NAMES	ADDRESSES
Edward G. Bowman	839 E. Lincoln, Woodburn, Ore.
Eugene F. Stiller	488 Montgomery, Woodburn, Ore.
Floyd J. Sousa	376 Young St Woodburn Ore.
Joe P. Sousa	376 Young St Woodburn Ore
C. H. Ahren	784 Harrison St. Woodburn Ore.
Lewis H. Paulsen	415 Oak St Woodburn Ore
Frank B Duerfler	1460 Geary St " "
Ralph Pickering	388 Hayes St " "
Thos Higginbotham	274 S Pollemus Woodburn Ore
J K Shotwell	492 2nd St Woodburn Ore
R C Wathen	RG 1, Box 27 Woodburn, Ore.
Raymond Smith	RT 1 Bx 37 Woodburn Ore
Howard Crow	1255. 2nd Woodburn Ore.
Frank F. Proctor	255 Second St. Woodburn Ore
Edith Wangerin	175 Cherry St Woodburn Ore
Harold A Butterfield	484 Hayes Woodburn Ore.

HONORABLE H. B. GLAISYER

-17

NAMES	ADDRESSES
Roy M. Smith,	890 Blaine St. Woodburn Ore.
(Rev) Ella Holmes	Woodburn Oregon
Mabel Hinkley	428 Cotch Woodburn
Stanley J. Kolousek	1395 Tomlin Woodburn
Wm Holcomb	1505 Silverton Rd Woodburn Ore

RECEIVED
JUN 1 1955
FOR FILING

F-325(1)
4249

May 31, 1955

Mr. Bob Kreasen
Box 1
Dallas, Oregon

Dear Bob:

I have just received your note requesting a sketch map of the Rickreall-Dolph Corner Section. The same is enclosed.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

Enclosure

FORM S-120 9M4 REVISED 5-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

May 27, 1955

Mr. Bob Kreason
Box 1
Dallas, Oregon

Dear Mr. Kreason:

Pursuant to your request at the hearing in Rickreall on May 24th, I attach hereto a copy of the map that shows the several routes studied for the Valley Junction-Sheridan Section of the Salmon River Highway.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

Encl.

LETTER TO
DATE

A delegation from the City of Dallas came before the Commission concerning improvement of the highway between Salem and Dallas. The following people were present: Mr. Hollis Smith, Mayor; Mr. Otto B. Adolf, President, Chamber of Commerce; Mr. Lynn McCulley, City Auditor, and Mr. C. L. Marsters, City Attorney. Mayor Smith acted as spokesman and introduced the other members of the delegation. He presented a resolution adopted by the City Council of the City of Dallas, urging immediate improvement of the Salem-Dallas Highway and construction of an access road from Dallas to the Dolph Corner-Rickreall Section when this new section is constructed. He also presented a resolution from the Dallas Chamber of Commerce, a resolution from the Dallas Junior Chamber of Commerce, a resolution from the Dallas Lions Club, a resolution from the Dallas Rotary Club, a letter from Gerlinger Carrier Co., and a letter from the Willamette Valley Lumber Company, all endorsing these same improvements. He also called attention to plans for construction of a new mill in Dallas which will employ a considerable number of people many of whom will travel the Salem-Dallas Road.

Chairman Chandler stated that the Commission today had adopted the survey for relocation of the section of the Willamina-Salem Highway between Rickreall and Dolph Corner and that to complete this section of the road would take all the available funds for this area for several years. Improvement of the present road, he stated, is a question of money and there is none now available.

Excerpt from the Minutes of the
Oregon State Highway Commission
meeting of May 26, 1955

RECEIVED
MAY 27 1955
FOR FILING

F-325 (1)
4568

May 26, 1955

Oregon State Highway Commission

Gentlemen:

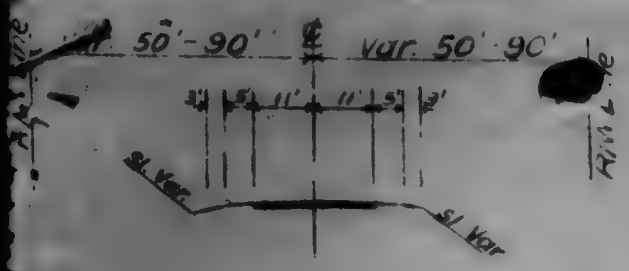
You will recall that you formerly approved the location survey for the Ralph Corner-Hickrecall section of the Salem-Willamina Highway, as attached hereto. You deferred, however, purchase of rights of way pending further investigation of other routes.

On May 24 at Hickrecall, I presented data on the engineering and economic factors of several routes. I now recommend the selection of the Hickrecall-Ralph Corner route and that you reaffirm your approval of the survey as indicated on the attached map, authorize the purchase of the right of way, reaffirm your allotment of $150,000 for the grading of this project in the 1956 Federal-aid Program, and authorize the allotment of $225,000 of the $315,000 reserve in the Federal-aid 1957 Program of primary highways, Division 2, for surfacing and paving this project.

Very truly yours,

H. H. Baldock
State Highway Engineer

Enclosure



TYPICAL SECTION

OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP

DOLPH CORNER – RICKREALL SECTION

SALEM – DALLAS – COAST HIGHWAY

POLK COUNTY

Scale: 1" = 4,000' October, 1951

For Details See: 7B - 9 - 15

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 5-25-55

RECEIVED
JUL 19 1955
FOR FILING

STATE HIGHWAY COMMISSION MEETING

egation City o f Dallas re improvement of Salem-Dallas Hwy.

te May 26, 1955

me 2:00 p.m.

Name	City or Town	Capacity
Wallace Smith	Dallas	Mayor (Head)
Walter Wolf	"	President C of C.
Lynn McCulley	"	City Auditor
C. L. Masters	"	City attorney

AGENDA
MAY 25 1955
D

April 25, 1955

Hollis S. Smith, Mayor
City of Dallas
Dallas, Oregon

Dear Mayor Smith:

This note is simply to confirm the appointment that I made for you to discuss with the State Highway Commission at its next meeting improvement of the Salem-Dallas Highway.

The next regular meeting of the Commission is scheduled to be held in Portland on Wednesday and Thursday, May 25 and 26, 1955. Delegations will be heard on the second day, Thursday, May 26th, on which day I have reserved for your convenience fifteen minutes of time, starting at 2:00 p.m., which I understood you to say was satisfactory. This meeting of the Highway Commission will be held as usual in the Green Room on the first floor of the Imperial Hotel.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mc

cc: Commissioners
R. H. Baldock

5/26/55
2:00 P.M

D

City of Dallas

Telephone Mayfair 3-3186

Polk County, Oregon

City Hall, Corner Jefferson and Court Sts.

GENTLEMEN OF THE OREGON STATE HIGHWAY COMMISSION:

My name is Hollis Smith. I am Mayor of the City of Dallas, Oregon, and I am here today in my official capacity as mayor, representing the people of my community.

I have for presentation to you gentlemen of the Highway Commission several resolutions and letters requesting the improvement of that portion of Highway No. 22 which extends from Salem to Dallas, a distance of approximately fourteen miles.

(Presentation of Resolutions and Letters)

It is our earnest request that you immediately take steps to place this stretch of road on your program for improvement. I used the term road, not highway, because it is only a road, built many years ago for horse and buggy travel. The last bit of improvement on this road was made in 1934 and this improvement extended only to Brunk's Corner.

Traffic has increased on this road to a point where travel upon it is difficult and dangerous. It is costing the citizens of Polk County in the area of Dallas many hours of wasted time in bringing the products of their labors to market because of the congestion on this piece of road.

It is my studied opinion that such interurban, utility roads, which carry a high percentage of industrial and agricultural traffic should be among the first to be improved, rather than those that provide only a fast route for through traffic. In addition to the sources of traffic heretofore mentioned, the season is again approaching when a large volume of fruits and vegetables will be transported on this road to Salem for processing, as well as grains for storage or shipment.

For these reasons my people in Dallas feel that we are not concerned with where or when or how you build the Salem-Wallace Bridge-Coast road, but we are very vitally concerned with the road to Salem upon which our citizens are being killed because it is totally inadequate to handle the tremendous volume of traffic it was never intended to carry.

We beg of you with all the sincerity and emphasis at our command that you give this request your favorable consideration.

I thank you for this opportunity to appear before you and for your courtesy in hearing me.

Respectfully submitted,

Hollis Smith

HOLLIS S. SMITH,
Mayor

RESOLUTION NO. 1042

A Resolution requesting the State Highway Commission to favorably consider the immediate improvement of the Salem-Dallas Highway and the construction of the shortest feasible access road from the City of Dallas to the proposed Dolph Corner cut-off road; and authorizing the Mayor to formally present this resolution to the Commission at its regular meeting in Portland May 26, 1955.

WHEREAS, the State Highway Commission will at its regular meeting to be held in Portland, Oregon, on the 26th day of May 1955, hold a public hearing relative to the feasibility of constructing a cut-off road from Dolph Corner to connect with the Salem-Dallas Highway; and,

WHEREAS, if and when said Dolph Corner cut-off road is constructed the State Highway Commission should include in said plans the immediate construction of the shortest feasible access road from the City of Dallas to said cut-off road; and,

WHEREAS, the City Council believes that more benefits will accrue to a greater number of people at this time by the immediate improvement of the Salem-Dallas Highway,

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

Section 1. That the City Council of the City of Dallas hereby respectfully requests the State Highway Commission to favorably consider the immediate improvement of the Salem-Dallas Highway.

Section 2. That if and when the Dolph Corner cut-off road is constructed that the State Highway Commission also include in such plan the immediate construction of the shortest feasible access road from the City of Dallas to said cut-off.

Section 3. That the Mayor be, and he hereby is, authorized and directed to formally present this resolution to the State Highway Commission at its regular meeting May 26, 1955.

Adopted May 2, 1955.

Approved May 2, 1955.

Hollis Stuart
Mayor

Attest:

Lyman H. Mahaffey
Auditor and Police Judge.

RESOLUTION

A Resolution of the Dallas Chamber
of Commerce.

BE IT RESOLVED by the Board of Directors of the Dallas Chamber of Commerce:

That the Dallas Chamber of Commerce respectfully requests the State Highway Commission to favorably consider the immediate improvement of the Salem-Dallas Highway.

That if and when the Dolph Corner cut-off road is constructed that the State Highway Commission also include in such plan the immediate construction of the shortest feasible access road from the City of Dallas to said cut-off.

That Hollis S. Smith, the Mayor of the City of Dallas be, and he hereby is authorized to formally present this resolution to the State Highway Commission at its regular meeting May 26, 1955.

Adopted April 25, 1955.

Otto B. Adolf
President

A. B. Fredricks
Secretary

RESOLUTION

A Resolution of the Dallas Junior Chamber of Commerce.

BE IT RESOLVED by the Board of Directors of the Dallas Junior Chamber of Commerce:

That the Dallas Junior Chamber of Commerce respectfully requests the State Highway Commission to favorably consider the immediate improvement of the Salem-Dallas Highway.

That if and when the Dolph Corner cut-off road is constructed that the State Highway Commission also include in such plan the immediate construction of the shortest feasible access road from the City of Dallas to said cut-off.

That Hollis S. Smith, the Mayor of the City of Dallas be, and he hereby is authorized to formally present this resolution to the State Highway Commission at its regular meeting May 26, 1955.

Adopted April 25, 1955.

Russell Tomlin
President

Gordon G. Oota
Secretary

RESOLUTION

A Resolution of the Dallas Lions Club.

BE IT RESOLVED by the Board of Directors of the Dallas Lions Club:

That the Dallas Lions Club respectfully requests the State Highway Commission to favorably consider the immediate improvement of the Salem-Dallas Highway.

That if and when the Dolph Corner cut-off road is constructed that the State Highway Commission also include in such plan the immediate construction of the shortest feasible access road from the City of Dallas to said cut-off.

That Hollis S. Smith, the Mayor of the City of Dallas be, and he hereby is authorized to formally present this resolution to the State Highway Commission at its regular meeting May 26, 1955.

Adopted April 25, 1955.

President

Secretary

RESOLUTION

A Resolution of the Dallas Rotary Club.

BE IT RESOLVED by the Board of Directors of the Dallas Rotary Club:

That the Dallas Rotary Club respectfully requests the State Highway Commission to favorably consider the immediate improvement of the Salem-Dallas Highway.

That if and when the Dolph Corner cut-off road is constructed that the State Highway Commission also include in such plan the immediate construction of the shortest feasible access road from the City of Dallas to said cut-off.

That Hollis S. Smith, the Mayor of the City of Dallas be, and he hereby is authorized to formally present this resolution to the State Highway Commission at its regular meeting May 26, 1955.

Adopted April 25, 1955.

C. Henry D. Dolph
President

J. C. Lundy
Secretary

May 4, 1955

State Highway Commission
Salem, Oregon

Gentlemen:

We would like to express our approval and urge your favorable consideration of the Resolution passed by the Dallas City Council regarding the improvement, straightening and resurfacing of the Salem-Dallas Highway and the providing of an access road from Dallas to the new Salem-Coast Highway, if and when it is constructed.

Many of our employees reside in the Salem area and a great portion of our raw materials are trucked over the Salem-Dallas route. We firmly believe the traffic over this road-way has increased beyond its reasonable capacity.

Very truly yours,

OERLINGER CARRIER CO.

J. C. Lundy

J. C. Lundy
Treasurer

JCL/hm

WILLAMETTE VALLEY LUMBER CO.

MANUFACTURERS

DOUGLAS FIR
WESTERN HEMLOCK
CEDAR

Dallas, Oregon

May 4, 1955

State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

It is our observation that the Salem-Dallas Highway is now badly overcrowded and should be improved at the earliest possible date.

Our Company is now in a process of building a sheathing mill here in Dallas which will employ approximately 160 men. Since many of our present sawmill employees live in the Salem area and since it appears that Dallas will be unable to absorb all the families brought here by our new mill, it is safe to assume that a substantial percentage of our new employees will also live in the Salem area.

These employees will be obliged to travel this highway twice a day, which will add to the present traffic load.

It is anticipated that transportation of logs by truck via this highway will be increased materially as our sheathing mill gets into production. Unless the highway is improved by that time, the traffic congestion will be increased, causing unnecessary delays, thus increasing our log transportation costs.

Much of the repair work necessary in keeping our plant in operation is done in Salem, and a better highway would assure us of less travel time from the plant to the repair shops and return, reducing the number of hours the mill is shut down while waiting for repair work.

Delivery of supplies and equipment is also a cost factor in the operation of our retail outlet, Dallas Lumber & Supply Company. An improved highway would reduce transportation time for both in-hauling of stock and deliveries to our customers, many of whom are in Salem.

Many of our employees and their families travel this highway regularly to do personal business in Salem. Their safety is important to us and it is being jeopardized by the present condition of the road. In fact, recently, two employees of ours have been killed in separate accidents between Dallas and Salem.

For these reasons we feel that this highway must be improved as soon as possible and urge that you give strong consideration to this end.

Very truly yours,

WILLAMETTE VALLEY LUMBER CO.

Wm. Swindells
President

WS:Mgt

...hearing of the State Highway Commission ...ens to the Rickreall Grange Hall Tuesday ...on of new Highway 22 route was made by ...l. Baldock. Speakers favoring an early start ...commission selects were J. L. Franzen, city ... E. C. Kennedy, president of North Santiam Chamber of Commerce; E. H. Thompson, president of Salem Chamber; and James Walton, Salem, who presented petition bearing 3,338 mid-valley signatures. Objecting to proposed route was Joseph Harland, Rickreall farmer, (standing in background) who points on map to route he favors. (Statesman Photo.)

Baldock Favors Dallas Bypass Route to Coast

By CHARLES IRELAND
Valley Editor, The Statesman

RICKREALL—A new strip of State Highway 22 that would bypass north Dallas but not Rickreall was recommended by State Highway Engineer R. H. Baldock here Tuesday at a State Highway Commission hearing.

At other hearings Tuesday, Baldock also recommended a new Salmon River Highway section that would bypass Sheridan-Willamina and a new 4.17-mile stretch of un-numbered highway that would bypass Dayton to the north.

The recommendation for Highway 22—the major route from Salem to the Coast—was a surprise to some observers who had expected recommendation of a new route starting near Oak Knoll Golf Course.

To Dolph Corner

The route proposed by Baldock (map on page 3, sec. 3) would veer northwest just beyond Rickreall intersection and proceed beeline to Dolph Corner, 2.93 miles north of Dallas on the present coast highway.

The new route would shave 2.7 miles and many minutes from the present twisting, up-and-down highway. It would eliminate the hazardous Dolph corner, scene of numerous fatal accidents, but not the equally dangerous "dead man's curve" at Oak Knoll.

Tamest of Three

The hearing at Rickreall was lively but in many respects the tamest of the highway department's three hearings Tuesday. At Sheridan and Dayton, farmers and merchants turned out strong to denounce the highway department's by-pass plans.

The Rickreall hearing was almost dominated by Salem spokesmen whose theme appeared to be "we don't care what route you select but let's get the road started."

An exception was Joseph Harland, Rickreall farmer who found little to choose from among four routes which Baldock said had been surveyed.

Would Preserve Fields

Harland, longtime opponent of a new route, suggested one that would go straight west from Oak Knoll to the outskirts of Dallas, then turn north. This, he declared, would not slice up farm-

the equally dangerous "dead man's curve" at Oak Knoll.

Tamest of Three

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The Rickreall hearing was almost dominated by Salem spokesmen whose theme appeared to be "we don't care what route you select but let's get the road started."

An exception was Joseph Harland, Rickreall farmer who found little to choose from among four routes which Baldock said had been surveyed.

Would Preserve Fields

Harland, longtime opponent of a new route, suggested one that would go straight west from Oak Knoll to the outskirts of Dallas, then turn north. This, he declared, would not slice up farmers' fields into parcels of land that would be hard to till.

Others speaking against the proposed plan included Polk County Judge C. M. Barnhart, who said he favored a route that would bring the highway closer to Dallas.

Dallas attorney Collis Marsters said a Dallas delegation will confer with the State Highway Commission Thursday at Portland to urge improving the Dallas-Salem highway before making other improvements to the coast highway. (Additional details on page 3, c. 3.)

May 24, 1945

on

hen:

the City of Salem and the surrounding areas
in plans which have been discussed from
distance and driving time between the Salem

Salem Chamber of Commerce has kept informed
, as contemplated by the Highway Commission.

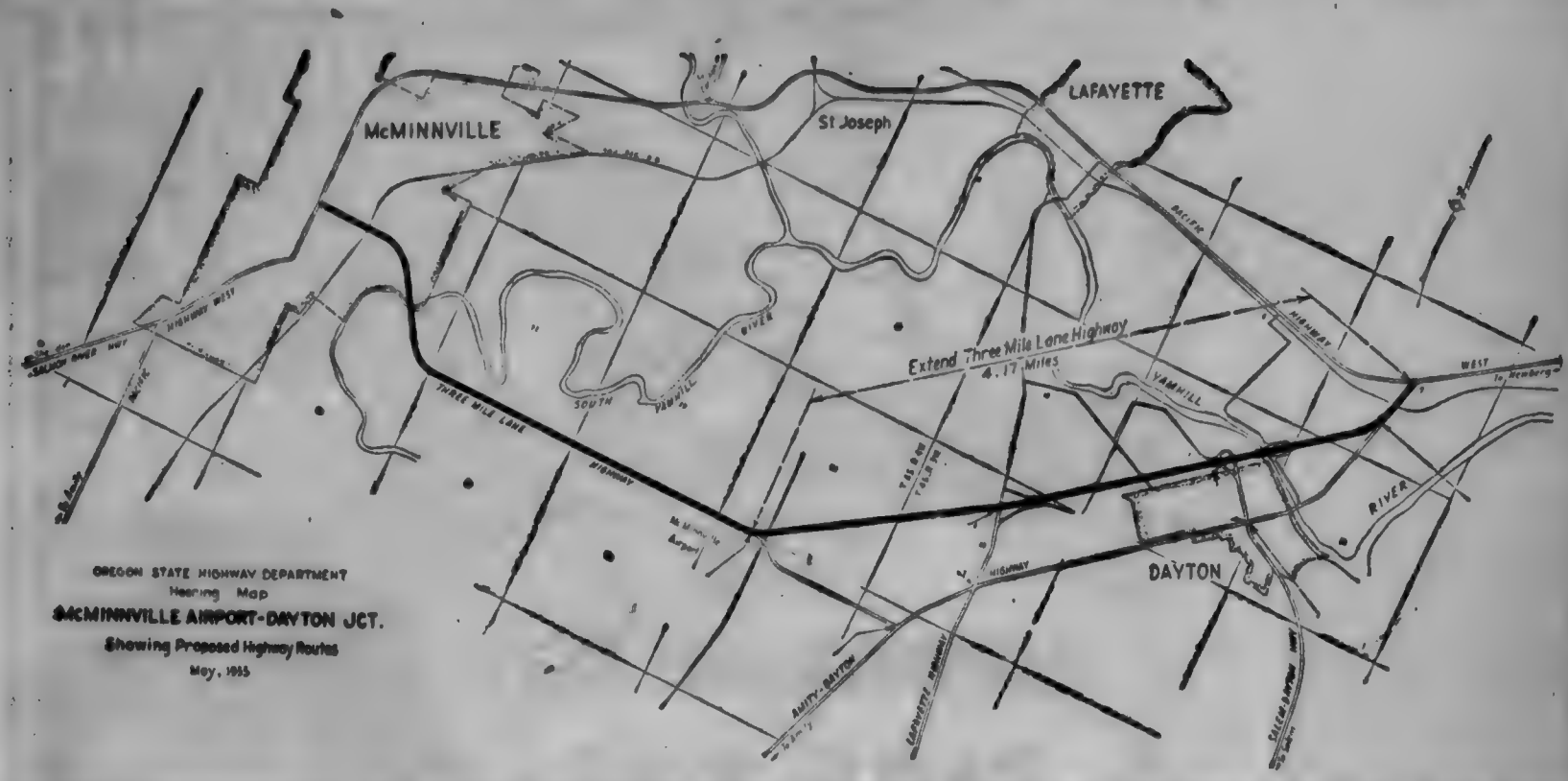
lem Chamber of Commerce, representing
usiness and professional men in the Salem
structed on the most feasible and economic

come involved

Paving Job to Link Airport Road to North Santiam Highway

of a new section of highway to link Airport road with the t North Santiam Highway south of Four Corners was ay this week. Completion of the paving project will pervening of the interchange on the Salem bypass, giving bypass motorists their nearest access to downtown Salem. The section will become a part of the rerouted North Santiam Highway which will continue east in a curve over the Waldo Hills, linking with the present highway again east of Salem. (Statesman Photo.)

Highway Board Hears Strong Protests Agai



DAYTON—Citizens attending State Highway Department hearing here Tuesday were given no choice of routes, and many of them objected to the proposed new 4.17 mile stretch (shown in right half of black line above) which would bypass Dayton to the north. Road would replace route now used from McMinnville Airport east to Dayton via connecting road and the Amity-Dayton Highway. New bridge would be built across South Yamhill River and road east from Dayton on which present bridge is located would be closed. Road from Airport to Amity-Dayton Highway also would be abandoned by state.

Dayton, McMinnville Representatives Lodge Complaints Against Proposed Road Changes

(Story also on page 1)

SHERIDAN — A plea for the State Highway Commission to delay its policy of bypassing cities was made at a hearing here Tuesday by State Sen. Carl H. Francis of Yamhill County.

Francis urged commissioners to await the findings of a newly-appointed legislative interim committee on highway matters. He said one of the "important" matters the committee was expected to delve into was the economic result of bypassing towns.

Francis also spoke at a similar hearing at Dayton Tuesday. Both hearings were marked by strenuous protests of farmers and merchants to proposed highway changes.

Farmers Oppose

At a third hearing at Rickreall opposition was milder, coming chiefly from farmers.

About 75 Willamina and Sheridan citizens heard State Highway Engineer R. H. Baldock recommend a change in the Salmon River Highway that would pull it off the main streets of both towns.

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Merchants feared they would lose the business of Portland area motorists who use the Salmon River Cutoff extensively in traveling to the coast.

One-Way Plan

Employed spokesman for Sheridan interests was Eugene Marsh, McMinnville attorney, who urged the commission to consider one-way streets to move traffic through the city.

Marsh based his case chiefly on the "economic loss Sheridan would suffer" and the "good farm land you are going to cut up."

The attorney noted that Sheridan recently approved a $365,000 bond issue for a sewage disposal plant at the state's insistance. "It may be pretty hard for some of these boys here to pay for it if you take their highway away from them," Marsh declared.

From Willamina

Other speakers at the fast-moving hearing included Mayor Frank Smelzer and Allen Louden, both of Willamina.

All speakers at Sheridan opposed the bypass except "Curly" Titus, a retired lumberman who said he hoped the highway was moved off main street "because I live on the highway and it takes me 25 minutes sometimes to get out of my driveway on weekends."

Sheridan Mayor Fred Bozeman, one of the strongest opponents of the Sheridan bypass exist-

way which passes through the main street of Dayton. The proposed route would eliminate portions of the highway from the state road network and replace it with a short stretch that would pass just north of Dayton city limits, crossing the river about one-fourth mile upstream from the present bridge.

Would Abandon Bridge

The present bridge, now subject to one-way traffic, would be abandoned.

The new Dayton highway would be an extension of the Three-Mile-Highway which runs from McMinnville to the McMinnville airport.

Traffic from the Salem area would reach the new highway by driving straight north through Dayton.

Sen. Francis objected to the proposed route because "we had been led to believe . . . that the present bridge would be maintained." He urged the commission to reconsider maintaining the present bridge, but Baldock said it would not be practical to maintain two bridges so close together.

"Ahead of Our Time"

Philip N. Bladine, editor of the McMinnville News-Register, suggested that "we are getting ahead of our time when we make all these farm-to-market roads controlled-access highways."

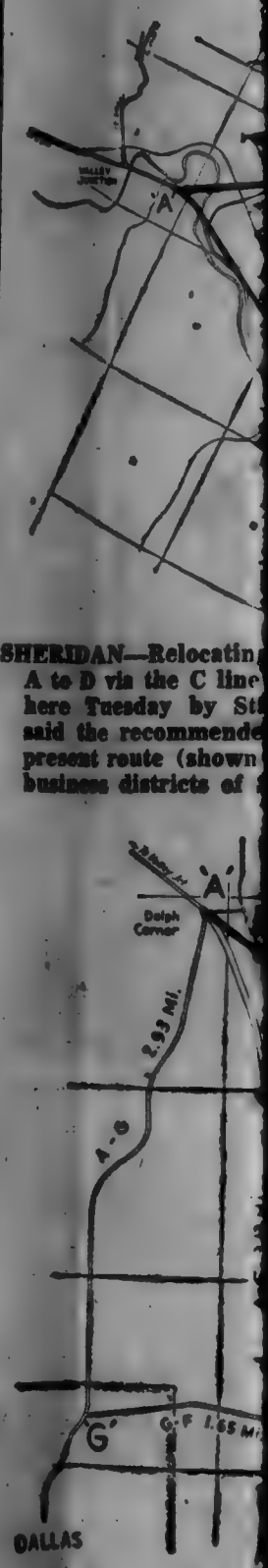
His sentiment was echoed by R. R. Allison, publisher of the Dayton Tribune, who declared "it would take less than half the money to improve the present road."

Ernest Budke, druggist and president of Dayton Chamber of Commerce, presented a resolution in which the Chamber "strongly opposed" the new route. John Howard read a similar resolution from the Lions Club.

Several farmers in the area joined merchants in objecting to the new route.

Would Glut Main Street

Bladine also declared the new route would divert so much traffic from nearby Highway 99W that McMinnville's Main Street would be glutted with cars. But Baldock disputed this, estimating



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Dayton, McMinnville Representatives Lodge Complaints Against Proposed Road Changes

(Story also on page 1)

SHERIDAN — A plea for the State Highway Commission to delay its policy of bypassing cities was made at a hearing here Tuesday by State Sen. Carl H. Francis of Yamhill County.

Francis urged commissioners to await the findings of a newly-appointed legislative interim committee on highway matters. He said one of the "important" matters the committee was expected to delve into was the economic result of bypassing towns.

Francis also spoke at a similar hearing at Dayton Tuesday. Both hearings were marked by strenuous protests of farmers and merchants to proposed highway changes.

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Sheridan Mayor Fred Bozeman, one of the strongest opponents of the Sheridan bypass, introduced Marsh but did not speak.

"Benefit Quotient"

Baldock said a route designated as the "E" line (see map above) would have cost an estimated $6,630,000 for ultimate development as a four-lane highway and would have had a "benefit quotient" (yardstick for its value to the public) of 2.8.

Baldock said this compared with a benefit quotient of 3.8 for the "C line" route which he favored. The latter would cost an estimated $3,575,000 for complete, four-lane development.

The E-line route apparently would have satisfied most Sheridan residents but not Willamina. The engineer said another route was investigated at the request of persons in that city. He said there was a disadvantage in that an elevation of 715 feet would be required at one point.

Oppose New Route

At Dayton, the Highway Commission's third hearing of the day drew about 40 persons who appeared to be solidly opposed to a suggested new route that would affect local travel considerably.

Proposed is 4.17 miles of new highway and a relocation of the bridge across the South Yamhill River. Total cost was estimated at $750,000, about half of it for the new bridge.

Currently Dayton and McMinnville are linked by a highway which passes through the main street of Dayton. The proposed route would eliminate portions of the highway from the state road network and replace it with a short stretch that would pass just north of Dayton city limits, crossing the river about one-fourth mile upstream from the present bridge.

Would Abandon Bridge

The present bridge, now subject to one-way traffic, would be abandoned.

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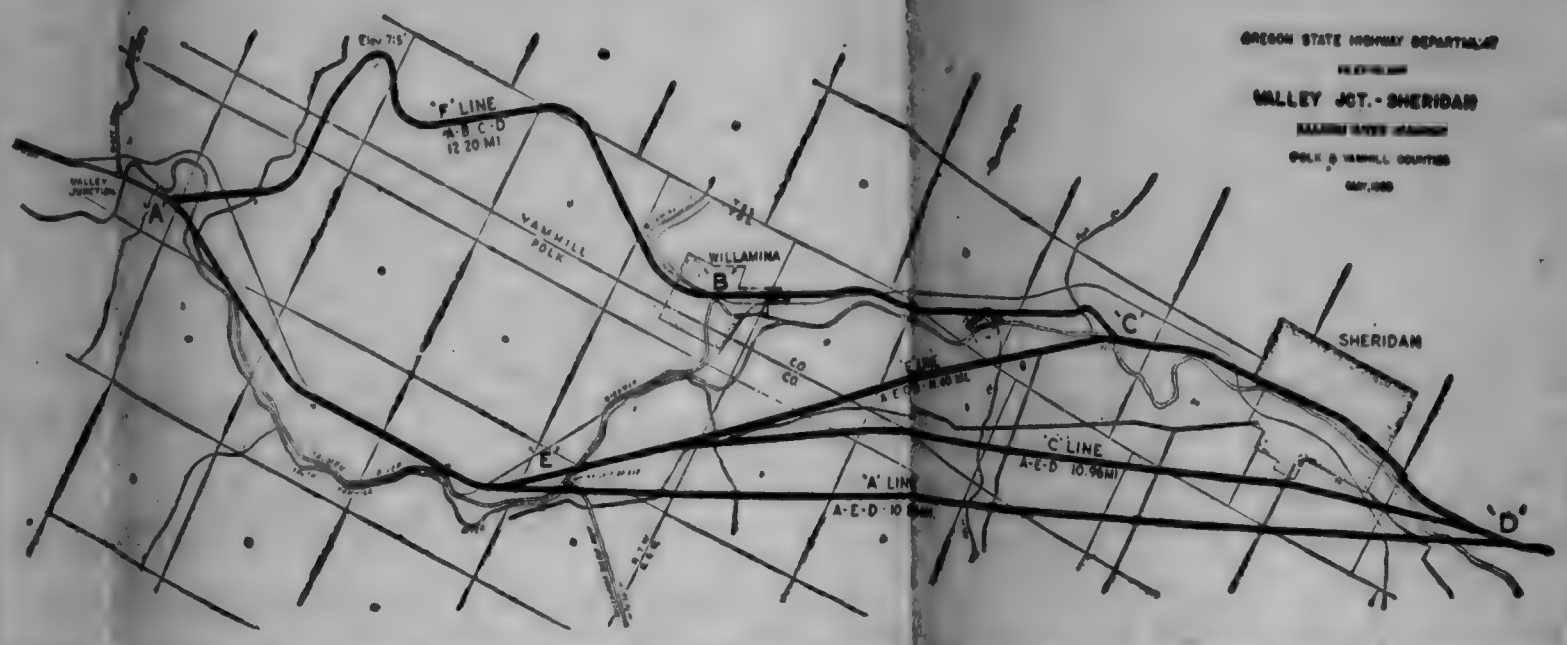
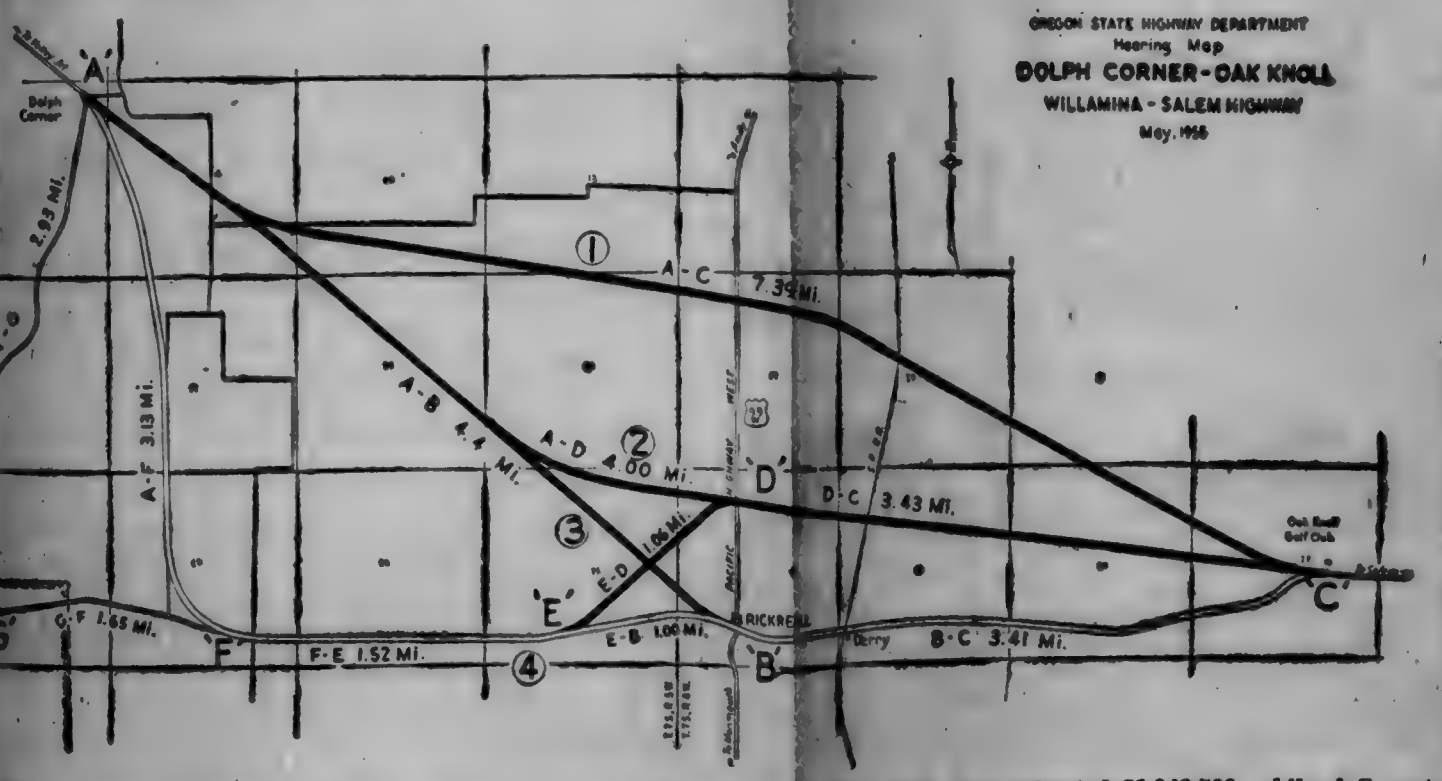


SHERIDAN—Relocating the Salmon River Highway from points A to D via the C line shown on the above map was recommended here Tuesday by State Highway Engineer R. H. Baldock. He said the recommended route would save about 2 miles over the present route (shown faintly on above map) which passes through business districts of Sheridan and Willamina, then goes south to E point. Other heavy lines are routes investigated by state highway department. F line was surveyed at request of Willamina citizens and E line was done at request of Sheridan merchant group. A-line route is .1 mile shorter but the proposed C-line route is closer to Sheridan.



RICKREALL—Relocated part of State Highway 22, as recommended by State Highway Engineer R. H. Baldock here Tuesday, would run from points A to B on above map. Black lines represent routes studied by State Highway Department. White line shows route from Oak Knoll (C) to Dallas (G) to Dolph Corner (A). New route from F to A also was surveyed. Baldock said A-B-C route he proposes would cost estimated $1,243,500, while A-C route via 1 would cost $1,653,000 and A-D-C route via 2 would cost $1,281,500. All figures are estimates which include purchase of right-of-way and major improvements to all of present Dallas-Salem Highway (G to C) shown above.

that only 20 to 30 per cent of 99-W traffic would use the new route.

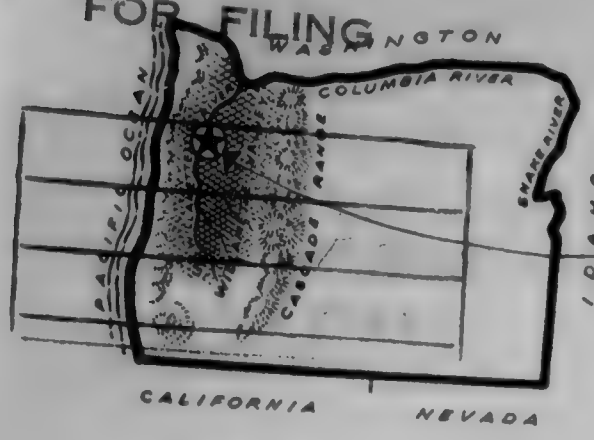
"If we don't approve these by-pass routes," Baldock said at the end of the Dayton hearing, "you fellows will be coming to us in 10 years begging us to do it."

Baldock's recommendations will be considered by the Highway Commission at a regular two-day meeting starting Thursday at Portland.

Chairman Ben Chandler, who presided at the Sheridan hearing, said he doubted that action would be taken at the meeting on the Salmon River Highway.

But Charles H. Reynolds, commissioner who presided at the other hearings, said he favored a decision as soon as possible on all highway routes discussed Tuesday.

RECEIVED
AUG 19 1955
FOR FILING



Salem Chamber of Commerce

Salem, Oregon

STANLEY GROVE
MANAGER

May 24, 1955

Mr. Ben Chandler, Chairman
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Chairman and Gentlemen:

For the past several years, the City of Salem and the surrounding areas have been greatly interested in plans which have been discussed from time to time to shorten the distance and driving time between the Salem area and coastal points.

The Highway Committee of the Salem Chamber of Commerce has kept informed of plans for this relocation, as contemplated by the Highway Commission.

It is the opinion of the Salem Chamber of Commerce, representing approximately one thousand business and professional men in the Salem area, that a new road be constructed on the most feasible and economic route.

It is the policy of the Salem Chamber of Commerce, not to become involved in the engineering and location details of the Highway Department, but we do wish to go on record as favoring the route selected and recommended by the Highway Commission between points.

We, also, wish to go on record as urging the Highway Commission to modernize and improve, to the best standards consistant with the traffic, the highway between Salem and Dallas.

Respectfully submitted,

SALEM CHAMBER OF COMMERCE

E N Thompson

Elton H. Thompson
President

Presented at the hearing of the
Highway Commission in Rickreall,
Oregon, May 24, 1955.

C E R T I F I C A T I O N

STATE OF OREGON)
County of Marion) ss.
City of Salem)

I, ALFRED WUNDT, hereby certify that I am the duly appointed, qualified and acting Recorder of the City of Salem, Oregon, and I further certify that the foregoing copy of Resolution No. 6671, passed by the Common Council on the 23rd day of May, 1955, has been prepared by me, and compared with the original thereof, and is a true and correct copy of the original and of the whole thereof.

WITNESS my hand and the seal of the City of Salem, Oregon, this 24th day of May, 1955.

City Recorder of the
City of Salem, Oregon

C E R T I F I C A T I O N

STATE OF OREGON)
County of Marion) ss.
City of Salem)

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WITNESS my hand and the seal of the City of Salem, Oregon, this 24th day of May, 1955.

City Recorder of the
City of Salem, Oregon

Presented by John Franzen
on hearing in Petition on
May 24, 1955
Approved

RESOLUTION NO. 6671

WHEREAS, the increased population and increased traffic makes imperative the relocation and construction of the Salem-Coast Cutoff Road between the Salem-Dallas Road and Dolph Corners, the present highway, and especially that portion and that part thereof between the City of Dallas and Dolph Corners, being too circuitous and too hilly, narrow, inadequate and inconvenient; now, therefore,

BE IT RESOLVED BY THE COMMON COUNCIL

OF THE CITY OF SALEM, OREGON:

THAT the Common Council do and hereby does earnestly urge upon the Oregon State Highway Commission the early acquisition of right of way for and the construction of the Salem-Coast Cutoff between Dolph Corners and Rickreallor such other point on the Salem-Dallas Road as the Commission may select; and

BE IT FURTHER RESOLVED that certified copies of this resolution be forwarded to the Oregon State Highway Commission.

ADOPTED by the Common Council this 23rd day of May, 1955.

ATTEST:

/s/ Alfred Mundt

City Recorder

C E R T I F I C A T I O N

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County of Marion) ss.
City of Salem)

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WITNESS my hand and the seal of the City of Salem, Oregon, this 24th day of May, 1955.

City Recorder of the
City of Salem, Oregon

Presented by John Franz, Jr. at hearing held in Richmond on May 24, 1955
Approved

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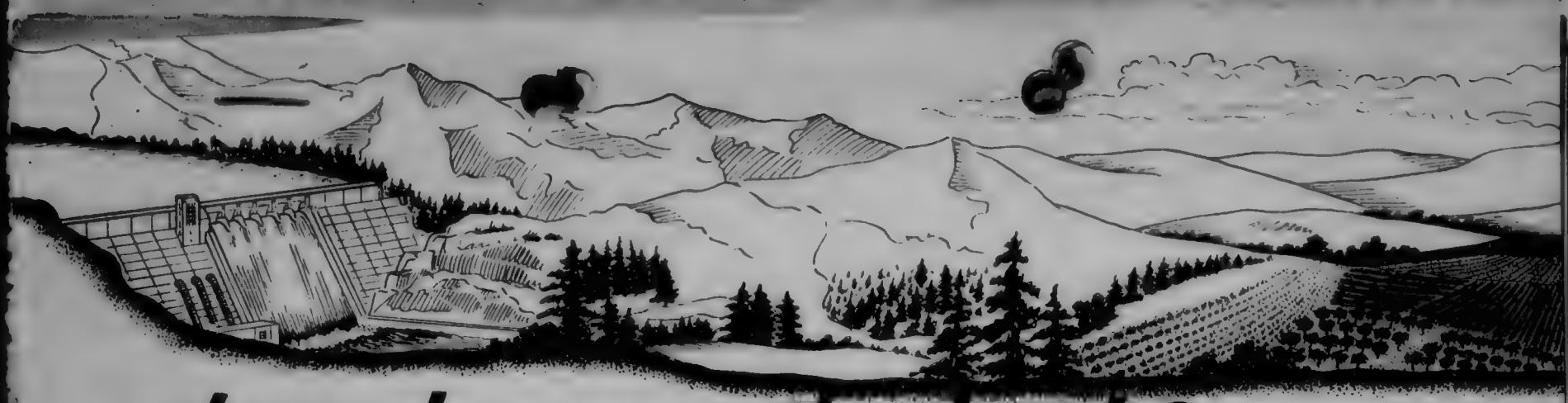
/s/ Alfred Mundt

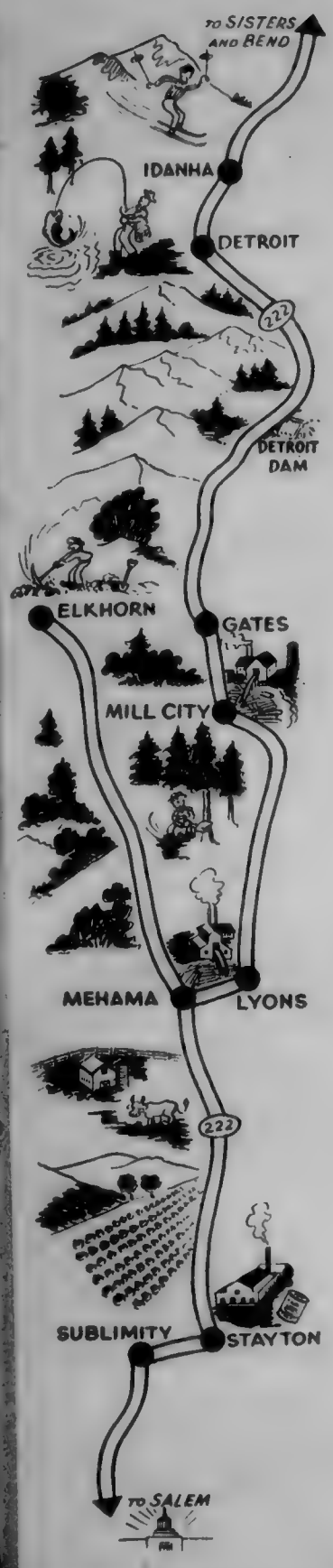
City Recorder



The North Santiam Chamber of Commerce

LINDSEY H. WRIGHT, SEC.
STAYTON, OREGON

May 20, 1955



Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

During the meeting of the North Santiam Chamber of Commerce May 18 the following resolution was authorized:

"Whereas, the shortest road to the Pacific coast beaches from eastern Oregon is by way of State Highway 20, and

Whereas, Highway 20 is very fine from Sisters to Mehama, Oregon and plans for further improvement westward toward Salem this summer are docketed, and

Whereas, Highway 20 between Salem and Dolph's corner in the Salt Creek area is inadequate for the heavy traffic it carries,

Be it resolved that we urge the early improvement of Highway 20 between Salem and Dolph's corner so we may have a safer highway to the Coast."

Respectfully,

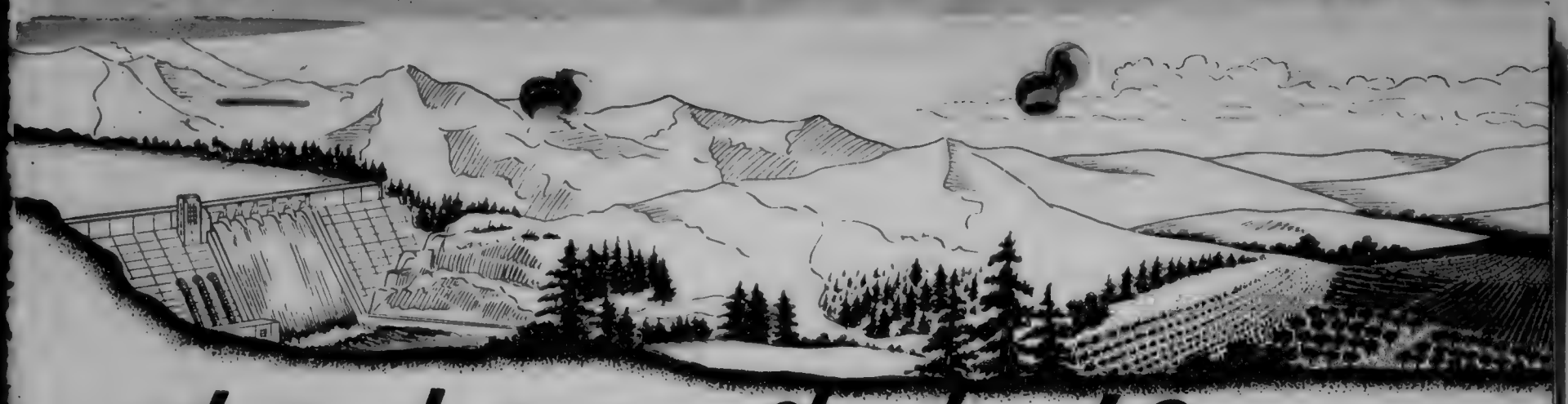
NORTH SANTIAM CHAMBER OF COMMERCE

By L. H. Wright
Secretary

LHW:r

E. C. Kennedy
Stayton

Presented by E.C. Kennedy, Stayton, Or.
at hearing in Richland on
May 24, 1955
Hossaingfun



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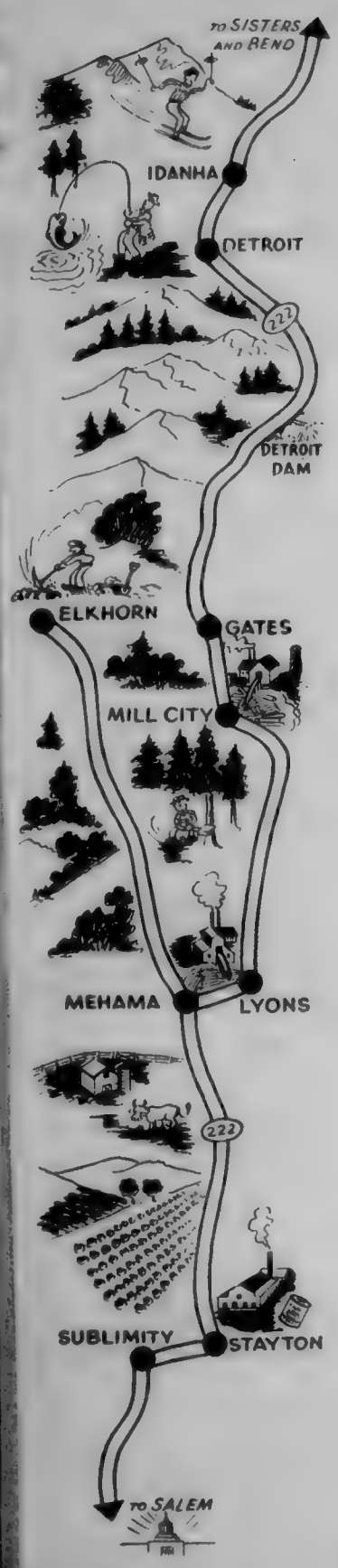
May 20, 1955



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By L. H. Wright
Secretary

LHW:r

E. C. Kennedy
Enclosure

Presented by E.C. Kennedy, Enclosure
at hearing in Richland on
May 24, 1955
Hrg

May 11, 1955

Mr. Stanley Grove
General Manager
Salem Chamber of Commerce
Salem, Oregon

Dear Mr. Grove:

Pursuant to our telephone conversation today I am cancelling your appointment with the State Highway Commission at its meeting on Thursday, May 26th. It is my understanding that you will present matters that you have in mind to the Highway Commission at the hearing in Rickreall at 1:00 p. m. on Tuesday, May 24th.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

1:00P. M
5/24/55

Hearing

May 10, 1955

Mrs. Wanda M. Smith
1495 Baker Street
Salem, Oregon

Dear Mrs. Smith:

I wish to acknowledge a petition, dated April 8, 1955 and signed by yourself and other residents of Salem, in which the State Highway Commission is requested to construct the proposed Rickreall-Salt Creek Cutoff in order to improve travel conditions from Rickreall to the Wallace Bridge junction of Highway No. 18 and to eliminate the hazards on the present route.

The petition will be presented to the members of the State Highway Commission at their next meeting. This letter is directed to you because your name appears at the top of the list of those signing the petition. If you are not responsible for the petition, will you kindly place the letter in the hands of the proper person.

Incidentally the Highway Commission has scheduled a public hearing on this particular project. It will be held in the Grange Hall in Rickreall on Tuesday, May 24, 1955, starting at 1:00 p.m. All persons interested in the project will be given an opportunity to express themselves relative thereto.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

145

April 18, 1955

Honorable Members of the State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

In view of the extreme hazardous conditions prevailing at the present time in highway travel, from Rickreall, Oregon to Coast points via the present highway, and whereas: the major portion of automobile traffic from the Willamette Valley originates East and Southeast of Rickreall, we, the undersigned, heartily endorse and petition the Oregon State Highway Commission to effect such relocation of the Rickreall Salt Creek cut off, as will in their opinion eliminate this hazardous condition, and improve travel conditions from Rickreall, Oregon to the Wallace Bridge Junction of Highway No. 18.

Respectfully submitted:

NAMES	ADDRESSES
Wanda M. Smith	1455 Baker St
Ed D Potter	215 S. Hugh St.
Chas Drew	175 N. Liberty St
Ruth L. Hill	1060 Greenwood Dr.
John H Johnson	660 N. High ST
Jack Fox	2275-D St
Louis J Titus	Rt 4 Box 569
R E Meredith	900 Cascade Dr.
Dale Brown	2017 Park St.
Robert M Lonnquest	1235-N 19
John H Gugel	240 no. 24th st
Carl Soose	1510 No 15th St.
Edward J Lucas	925 N Winter
Anna M Soose	R 3 Box 652 Salem
Lyman Keiman	3625 Scenic View Dr.
Howard E Hicks	1307 Fairmount Salem

ACKNOWLEDGE
H. B. GLAISYER

NAMES	ADDRESSES
K. J. Buchanan	265 Sonora Way —
Henry Stalnik	9750 S.W. Taylor - Portland
B C Wendall	320 S. 23rd.
C P Nelke	2575 Wallace Rd
R. L. Brown	2846 Fisher Rd.
Wally Halvorsen	595 Tillman Ave Salem
John O. Lacey	2745 River Rd. N. Salem.
Joseph Barber	785 Idlewood Dr " "
Leland H. Fina	855 Mission " "
J. J. Teed.	1390 Olive St. Salem
L W Hoyt	Nebraska ST Salem
W C McLaughlin	1245 Dorval Salem
Christel Robinson	675 S. 12th Salem
P L Swinford	1290 S 15th Salem
Malcolm McDonald	4204 20th Salem
Wally Hamilton	1829 Ferry Salem
Leonard Cones	2462 Northgate Salem
D. L. Draget	1710 State St
C R Daugherty	2247 No. Liberty St.
Lynn H. Williams	1450 Park Ave.
L S McCollam	1225 No 12th St.
Grace M. Potter	2090 Court, Salem.

RECEIVED
MAY 10 1955
OREGON
STATE HIGHWAY COMMISSION

attach to Rickreall file

May 5, 1955

Mrs. E. A. Letteken
Dallas, Oregon

Dear Mrs. Letteken:

Please pardon my delay in answering your letter of April 26, 1955 concerning the hearing on the proposed highway between Rickreall and Dolph Corner.

The hearing was originally scheduled to be held in Portland during the regular meeting of the State Highway Commission on May 26, 1955; however, the Commission at a special meeting on April 27th reconsidered the matter and decided to hold the hearing in Rickreall at 1:00 p. m. on Tuesday, May 24, 1955. The meeting place is the Grange Hall in Rickreall. The meeting will be open to the public and all interested people will be invited to express themselves either for or against the project.

You inquire which is more convenient and effective to present your views -- people or petitions. I do not believe that it is necessary to circulate petitions if people will express themselves personally.

You also ask for a map showing the location of the new road as now planned. I am sorry that I cannot accommodate you in that regard; however, I might say that the highway as now proposed will connect with the present Salem-Dallas Highway at a point a short distance west of the main highway intersection in Rickreall and will extend in a northwesterly direction to a connection with the present completed highway at Dolph Corner. The alignment is very nearly direct between these points. Alternate routes have been investigated, one of which follows along Baskett Slough and connects with the present highway at the curve near Oak Knoll Golf Course. A map showing the proposed route will be exhibited at the hearing.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HDG:jmc

MAY 24, 1955
1:00 P.M

Hearing

May 3, 1955

Mr. Stanley Grove
General Manager
Salem Chamber of Commerce
Salem, Oregon

Dear Mr. Grove:

Reference is made to my letter of April 25, 1955 concerning an appointment for the Salem Chamber of Commerce to discuss with the Highway Commission at its next regular meeting (1) the early completion of the Salem Coast Cutoff extending easterly from Dolph Corner to Rickreall, and (2) the early completion of the highway between Salem and Dallas.

In my letter I told you the next regular meeting of the Highway Commission was scheduled to be held in Portland on Wednesday and Thursday, May 25 and 26, and that delegations would be heard on the second day, Thursday, May 26th, on which day I had reserved for the convenience of your group fifteen minutes of time, starting at 2:15 p. m.

At a special meeting held on April 27th, the Highway Commission gave further consideration to a hearing regarding the first of the above mentioned projects which was to be held on May 26th. The Commission has decided to change the place for holding this hearing from Portland to Rickreall. The hearing now will be held in Rickreall on Tuesday, May 24, 1955, starting at 1:00 p. m. The meeting place is in the Grange Hall which is located a short distance north of the main highway intersection. Negotiations for the use of this hall are now underway. If it is determined that the hall is not available, then the Commission will hold the hearing in the Rickreall Masonic Lodge Room.

I give you this information as it may be that you will wish to cancel your appointment with the Commission in Portland on May 26th. Will you please advise me by telephone as soon as possible whether or not you still wish to keep your appointment in Portland; if not, I will assign the time to another delegation.

Thanking you, I remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

P. S. Incidentally, the City of Dallas has requested and been granted an appointment with the State Highway Commission at 2:00 p. m. on May 26th in Portland to discuss the improvement of the Salem-Dallas Highway which is one of the projects that you had in mind.

5/25/55

HBG

May 3, 1955

Mr. Joseph H. Harland
Broadview Farm
Rickreall, Oregon

Dear Mr. Harland:

I brought to the attention of the members of the State Highway Commission at a special meeting held on April 27th your letter of April 23rd in which the suggestion is made that the hearing relative to the Rickreall-Dolph Corner Project be held in Dallas rather than in Portland.

I am pleased to inform you that the Commission reconsidered its previous decision and instructed me to arrange to hold this hearing in Rickreall on Tuesday, May 24, 1955, starting at 1:00 p. m. This note is simply to advise you of the Commission's action, so it will not be necessary for you nor anyone else who wishes to be heard on the subject to go to Portland for such purpose.

The meeting place for the hearing has not as yet been selected definitely, although I anticipate that it will be held in the Grange Hall in Rickreall, if that room is available; otherwise, the hearing will be held in the Masonic Lodge Room in Rickreall.

In view of the above, I have cancelled your appointment with the Highway Commission on May 26th and have reassigned the time allotted to you to another delegation.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jme

5/24/55
1:00 P.M

Hearings

May 3, 1955

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Rickreall, Oregon

Dear Mr. Harland:

I brought to the attention of the members of the State Highway Commission at a special meeting held on April 27th your letter of April 23rd in which the suggestion is made that the hearing relative to the Rickreall-Dolph Corner Project be held in Dallas rather than in Portland.

I am pleased to inform you that the Commission reconsidered its previous decision and instructed me to arrange to hold this hearing in Rickreall on Tuesday, May 24, 1955, starting at 1:00 p.m. This note is simply to advise you of the Commission's action, so it will not be necessary for you nor anyone else who wishes to be heard on the subject to go to Portland for such purpose.

The meeting place for the hearing has not as yet been selected definitely, although I anticipate that it will be held in the Grange Hall in Rickreall, if that room is available; otherwise, the hearing will be held in the Masonic Lodge Room in Rickreall.

In view of the above, I have cancelled your appointment with the Highway Commission on May 26th and have reassigned the time allotted to you to another delegation.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBO:jmc

May 3, 1955

Mr. James Walton
c/o Walton-Brown Electric Co.
2240 Simpson
Salem, Oregon

Dear Mr. Walton:

Mr. Baldock has asked me to give you the latest information concerning the proposed hearing relative to the Rickreall-Dolph Corner Project in Polk County.

It was originally scheduled to hold this hearing in Portland on Thursday, May 26th, but the Commission at a special meeting held on April 27th decided to hold it in Rickreall on Tuesday, May 24th, starting at 1:00 p. m. I am arranging for use of the Grange Hall for this purpose; however, in the event that that meeting place is not available, the hearing will be held in the Rickreall Masonic Lodge Rooms.

Best regards.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jme

5/24/55
1:00 P.M

May 3, 1955

County Court of Polk County
Courthouse
Dallas, Oregon

Gentlemen:

The State Highway Commission has under contemplation construction of a highway from Rickreall to a connection with the Dallas-Salem Highway at Dolph Corner. A hearing on the subject is scheduled to be held in the town of Rickreall on Tuesday, May 24, 1955 to which all interested persons are invited to be present and express themselves. Indications are that this hearing will be held in the Grange Hall in Rickreall, starting at 1:00 p. m., if that room is available for the purpose; otherwise, the meeting will be held in the Rickreall Masonic Lodge Rooms.

This information is furnished you just in case you wish to be present.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

5/24/55
1:00 P.M

May 2, 1955

Mr. H. T. Irving
1495 North 21st Street
Salem, Oregon

Dear Mr. Irving:

Your name appears at the head of a list of signers of a petition that has just been received by the State Highway Commission, in which the Commission is urged to construct the proposed Rickreall-Salt Creek Cutoff in order to eliminate hazards and to improve travel conditions between Rickreall and Wallace Bridge Junction of Highway No. 118, for which reason I am directing this acknowledgment to you. If you are not responsible for circulating the petition, will you kindly place this letter in the hands of the proper party.

The petition will be brought to the attention of the members of the State Highway Commission when this matter comes up for discussion.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:nm

cc: Commissioners
R. H. Baldock

Dallas Oregon
April 26, 1955

Oregon State Highway Commission
State Highway Building
Salem Oregon

Re: Hearing on relocation of Willamina-Salem highway between Rickreall and Dolph corner.

Dear Sirs:

We read in the Statesman about the hearing to take plase on May 26th, and since our farm is in that vicinity we are interested.

Will you please send us information or a map showing where the new road is now planned, and what change in the plan is being proposed?

Is everyone invited to the hearing? Which is more convenient and effective from your standpoint, people or petitions?

Where in Portland is the Highway Dep't office where the hearing will take place?

Thanking you kindly, we are

Respectfully,

Mrs. Annie Letteken

Mr. & Mrs. E. A. Letteken

ANSWERED
H. B. GLAISYER

RECEIVED
APR 27 1955
STATE HIGHWAY COMMISSION

AGENDA
MAY 25 1955
D

April 25, 1955

Mr. Stanley Grove
General Manager
Salem Chamber of Commerce
Salem, Oregon

Dear Mr. Grove:

Your secretary phoned me a few moments ago and requested an appointment for the Salem Chamber of Commerce to discuss with the State Highway Commission at its next regular meeting the projects mentioned in your resolution of April 21st, viz., (1) early completion of the Salem Coast Cutoff extending east from Dolph Corner, and (2) early completion of the highway between Salem and Dallas. This note is to confirm the appointment that I made for her at that time.

The next regular meeting of the Highway Commission will be held in Portland on Wednesday and Thursday, May 25 and 26. Delegations will be heard on the second day, Thursday, May 26th, on which day I have reserved for the convenience of your group fifteen minutes of time, starting at 2:15 p. m. The Commission holds its meetings in the Green Room on the first floor of the Imperial Hotel.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

2:15 PM
May 26, 55

D

AGENDA
MAY 26 1955
D

April 25, 1955

Mr. Stanley Grove
General Manager
Salem Chamber of Commerce
Salem, Oregon

Dear Mr. Grove:

Your secretary phoned me a few moments ago and requested an appointment for the Salem Chamber of Commerce to discuss with the State Highway Commission at its next regular meeting the projects mentioned in your resolution of April 21st, viz., (1) early completion of the Salem Coast Cutoff extending east from Dolph Corner, and (2) early completion of the highway between Salem and Dallas. This note is to confirm the appointment that I made for her at that time.

The next regular meeting of the Highway Commission will be held in Portland on Wednesday and Thursday, May 25 and 26. Delegations will be heard on the second day, Thursday, May 26th, on which day I have reserved for the convenience of your group fifteen minutes of time, starting at 2:15 p. m. The Commission holds its meetings in the Green Room on the first floor of the Imperial Hotel.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

2:15 PM
MAY 26, 55

D

April 28, 1933

Mr. Stanley Grove
General Manager
Salem Chamber of Commerce
Salem, Oregon

Dear Mr. Grove:

In your letter of April 22, 1933, which I have just received, you ask that the resolution you forwarded to the Highway Commission on April 21st be destroyed and a new one substituted. I shall be glad to make the change.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

April 28, 1955

Mr. Jos. H. Harland
Broadview Farm
Rickreall, Oregon

Dear Mr. Harland:

Just received is your letter of April 23rd accepting the appointment that has been made for you with the State Highway Commission at its meeting on May 26, 1955.

The time allotted to you is the maximum time that is allotted to any delegation that appears before the State Highway Commission. The Commission meets only once every four or five weeks. The first day is all taken up with disposal of routine matters that have accumulated subsequent to the previous meeting; and the second day is given up almost entirely to delegations which usually takes up the entire time. Were the Commission to allot more than fifteen minutes to any one delegation, you can readily see that there would not be sufficient time to hear all of them. The Commission has already set a time for you to present your views with respect to the proposed highway location between Rickreall and Dolph Corner, and it is now too late to make any change.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jms

Jos. H. and Arlene Harland
MAyfair 3-3020 (Dallas)
Wm. H. and Joann Harland
MAyfair 3-3614 (Dallas)
Robt. J. Harland

Broadview Farm

Jos. H. Harland & Sons
RICKREALL, OREGON

Dorset Sheep
Shorthorn Cattle
(Milking)
-o-
Hannchen Barley
Alta Fescue
Common Ryegrass
Hairy Vetch

April 23, 1955.

Oregon State Highway Comm.
Mr. H. B. Glaisyer, Secty.,
Salem, Oregon.

Dear Sir:

Your letter of April 19th. received, and wish to state that we will accept the appointment alloted to us.

I do not think that it is enough time, as there is apparently going to be a large delegation present, at that time. Due to the number of people involved and the inconvenience necessitated by the trip to Portland, it seems to me that the hearing could just as well been held in Dallas.

Sincerely yours,

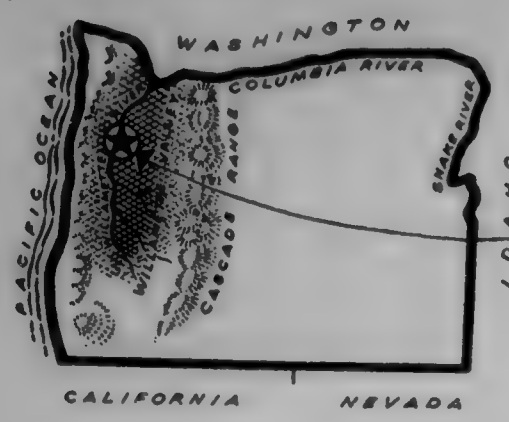
Jos. H. Harland.

Jos. H. Harland,

JHH:ah

RECEIVED
APR 25 1955
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER



Salem Chamber of Commerce

Salem, Oregon

STANLEY GROVE
MANAGER

April 22, 1955

Honorable Members of the State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

Please destroy the resolution forwarded you on April 21, 1955, and substitute the attached resolution in its stead.

Very truly yours,

Stanley Grove
General Manager

SG:np

ANSWERED
H. B. GLAISYER

RESOLUTION

At a special meeting of the Executive Committee of the Chamber of Commerce, on the 21st day of April, 1955, the following resolution was passed:

RESOLVED, That the Executive Committee of the Salem Chamber of Commerce go on record as favoring the early completion of the Salem-Coast cut-off extending East from Dolph Corner; and further

RESOLVED, That they favor the early completion of the highway between Salem and Dallas.

The Executive Committee of the Chamber of Commerce respectfully urges the State Highway Commission to give early consideration to these two highways.

Dated this 21st day of April, 1955.

Respectfully submitted:

Elton H. Thompson

Elton H. Thompson
President

agenda 5-25-55

.32.

AGENDA
MAY 25 1955
3c

April 22, 1955

Wadhams & Company
1780 South 14th Street
Salem, Oregon

Gentlemen:

Received from you in today's mail was a letter, signed by nine residents in the City of Salem, in which the State Highway Commission is requested to construct the proposed highway from Rickreall to Dolph Corner in order to eliminate the extreme hazardous condition prevailing upon the present travelled route.

The letter will be brought to the attention of the members of the Highway Commission for their information when this matter is discussed.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

E.R.

agenda
May 25

AGENDA
MAY 25 1955
3c

April 22, 1955

Wadhams & Company
1780 South 14th Street
Salem, Oregon

Gentlemen:

Received from you in today's mail was a letter, signed by nine residents in the City of Salem, in which the State Highway Commission is requested to construct the proposed highway from Rickreall to Dolph Corner in order to eliminate the extreme hazardous condition prevailing upon the present travelled route.

The letter will be brought to the attention of the members of the Highway Commission for their information when this matter is discussed.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

)PG:jmc

cc: Commissioners
R. H. Baldock

E.R.

FORM S-123 [illegible]

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

H. S. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

April 22, 1955

IN REPLY PLEASE REFER TO

Wadhams & Company
1780 South 14th Street
Salem, Oregon

Gentlemen:

Received from you in today's mail was a letter, signed by nine residents in the City of Salem, in which the State Highway Commission is requested to construct the proposed highway from Rickreall to Dolph Corner in order to eliminate the extreme hazardous condition prevailing upon the present travelled route.

The letter will be brought to the attention of the members of the Highway Commission for their information when this matter is discussed.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

[illegible]

Salem Chamber of Commerce

Salem, Oregon

STANLEY GROVE
MANAGER

April 21, 1955

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Baldock:

The attached resolution was unanimously passed by the Executive Committee of the Salem Chamber of Commerce at a special meeting held today, urging the early completion of the Rickreall- Salt Creek cut-off road and for the early completion of the highway between Salem and Dallas.

We will appreciate your acknowledgment of this resolution and any information you may wish to give us in connection with this subject.

Cordially,

Stanley Grove
General Manager

SG:np

RECEIVED
APR 22 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RESOLUTION

RESOLVED, That the Executive Committee of the Salem Chamber of Commerce go on record as favoring the early completion of the Rickreall-Salt Creek cut-off road to the Coast; and further

RESOLVED, That they favor the early completion of the highway between Salem and Dallas.

The Executive Committee of the Chamber of Commerce respectfully urges the State Highway Commission to give early consideration to these two highways.

Respectfully submitted:

Elton H. Thompson

Elton H. Thompson
President

new resolution submitted
on Apr. 1, 25.

4/13/55-3

AGENDA
MAY 26 1955
D

April 19, 1955

Mr. Joseph H. Harland
Rickreall

Dear Mr. Harland:

The members of the State Highway Commission at their meeting on April 13, 1955 discussed briefly the proposed location of the Salem-Williamina Highway between Rickreall and Dolph Corner. The Commission deferred action in the matter until its next regular meeting which is scheduled to be held in Portland on Wednesday and Thursday, May 25 and 26, 1955.

I was instructed by the Commission to invite you to be present at such meeting when an opportunity will be given you to express your views on the subject. This meeting of the Commission will be held in the Green Room on the first floor of the Imperial Hotel. Delegations will be heard on the second day, Thursday, May 26, on which day I have reserved for your convenience fifteen minutes of time, starting at 11:00 a.m., which I trust is satisfactory. Please advise me whether or not you will be present at this meeting so I can assign to another delegation the time I have allotted to you in the event you decide not to appear before the Commission.

Should there be others in your vicinity who would like to be heard on the subject, it will be satisfactory for them also to be present, and they will be given an opportunity to express themselves.

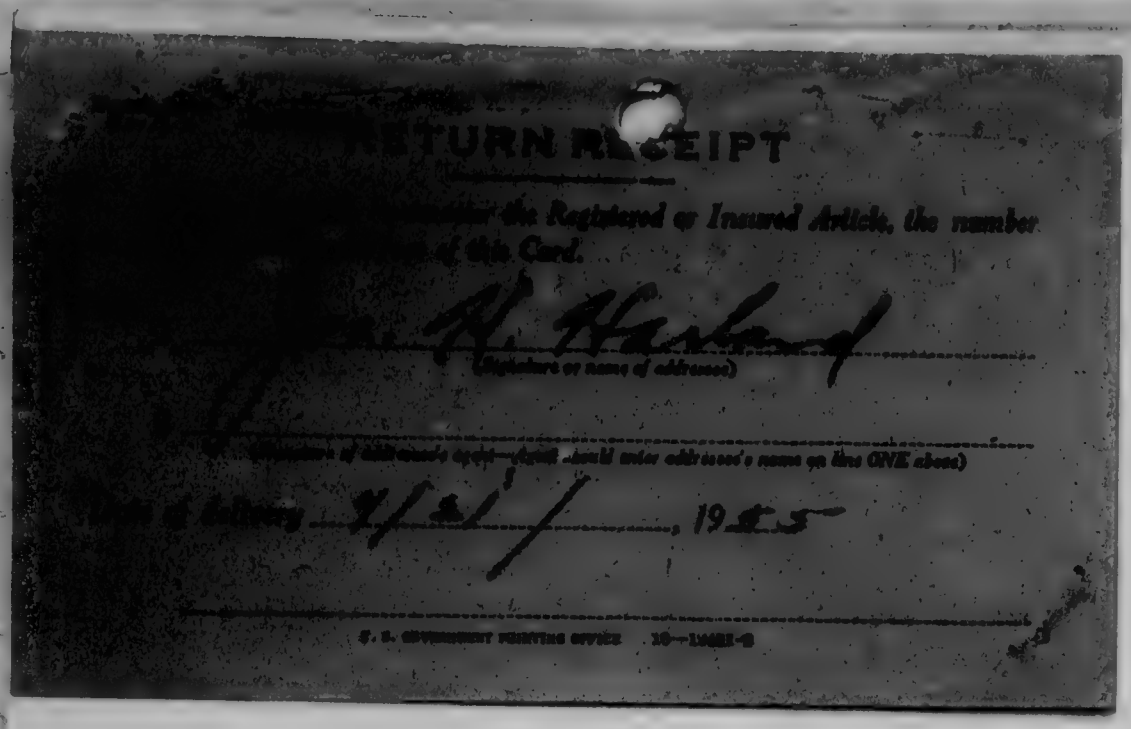
Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
cc: Commissioners
R. H. Baldock

5/26/55
11:00 A.M

D


RETURN RECEIPT

...ister the Registered or Insured Article, the number ... of this Card.

A. Harland

(Signature or name of addressee)

...ddressee's agent—(Should name of addressee's name on line ONE above)

..., 1955

U. S. GOVERNMENT PRINTING OFFICE 16—[illegible]

Dear Mr. Harland:

The members of the State Highway Commission at their meeting on April 13, 1955 discussed briefly the proposed location of the Salem-Willamina Highway between Rickreall and Dolph Corner. The Commission deferred action in the matter until its next regular meeting which is scheduled to be held in Portland on Wednesday and Thursday, May 25 and 26, 1955.

I was instructed by the Commission to invite you to be present at such meeting when an opportunity will be given you to express your views on the subject. This meeting of the Commission will be held in the Green Room on the first floor of the Imperial Hotel. Delegations will be heard on the second day, Thursday, May 26, on which day I have reserved for your convenience fifteen minutes of time, starting at 11:00 a.m., which I trust is satisfactory. Please advise me whether or not you will be present at this meeting so I can assign to another delegation the time I have allotted to you in the event you decide not to appear before the Commission.

Should there be others in your vicinity who would like to be heard on the subject, it will be satisfactory for them also to be present, and they will be given an opportunity to express themselves.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
cc: Commissioners
R. H. Baldock

April 19, 1955

Mr. Joseph H. Harland
Rickreall

Dear Mr. Harland:

The members of the State Highway Commission at their meeting on April 13, 1955 discussed briefly the proposed location of the Salem-Willamina Highway between Rickreall and Dolph Corner. The Commission deferred action in the matter until its next regular meeting which is scheduled to be held in Portland on Wednesday and Thursday, May 25 and 26, 1955.

I was instructed by the Commission to invite you to be present at such meeting when an opportunity will be given you to express your views on the subject. This meeting of the Commission will be held in the Green Room on the first floor of the Imperial Hotel. Delegations will be heard on the second day, Thursday, May 26, on which day I have reserved for your convenience fifteen minutes of time, starting at 11:00 a.m., which I trust is satisfactory. Please advise me whether or not you will be present at this meeting so I can assign to another delegation the time I have allotted to you in the event you decide not to appear before the Commission.

Should there be others in your vicinity who would like to be heard on the subject, it will be satisfactory for them also to be present, and they will be given an opportunity to express themselves.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
cc: Commissioners
R. H. Baldock

J. H. Harland
Rickreall

Keep him posted on Dolph Corner Job -- from there to Rickreall

April 18, 1955

Honorable Members of the State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

In view of the extreme hazardous conditions prevailing at the present time in highway travel, from Rickreall, Oregon to Coast points via the present highway, and whereas: the major portion of automobile traffic from the Willamette Valley originates East and Southeast of Rickreall, we, the undersigned, heartily endorse and petition the Oregon State Highway Commission to effect such relocation of the Rickreall Salt Creek cut off, as will in their opinion eliminate this hazardous condition, and improve travel conditions from Rickreall, Oregon to the Wallace Bridge Junction of Highway No. 18.

Respectfully submitted:

NAMES	ADDRESSES
Clyde K. Crossland	360 Bradley, Salem
Lake Tangle	4140 Beck Ave Salem Ore
B B Van Dorf	570 Madrona Dr. Salem Ore.
Robert L. Thies	4225 State St. Salem, Ore.
L. L. Barnes	445 S. Summer Salem #17
H. R. Scott	2118 Golden St Salem,
H. D. Rude	1080 Donna ave Salem Ore
Anita F. Ash	1960 Market St. Salem, Ore.
Merion R Jackson	945 So. 22 Street Salem

ACKNOWLEDGED
H B. GLAISYER

RECEIVED
MAY 23 1955
FOR FILING

F-3.2 C (1)
Hoff

May 20, 1955

Oregon State Highway Commission

Gentlemen:

We have determined that there was a slight error in the total estimated cost and benefit quotient of Line No. 2 (colored in yellow) on the Coos Corner-Oak Knoll Section of the Willamina-Coos Highway.

I enclose a report which contains the necessary corrections, with a new map attached. Please destroy the letter report and map submitted to you under date of May 17.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc Mr. F. Cooper
Mr. F. E. Crandall

May 20, 1955

Oregon State Highway Commission

Gentlemen:

I attach hereto a map indicating the various alternate routes studied between the Oak Knoll Golf Club and Dolph Corner on the Willamina-Salem Highway.

Presently there is an average daily traffic of 3,000 vehicles on the Salem-Dallas road and about 2,000 of these vehicles have an origin or destination in either Salem or Dallas. This leaves about 800 vehicles that will benefit by the building of a short cut between Oak Knoll and Dolph Corner. With the growing increase in traffic it will soon be necessary to improve the Salem-Dallas road, OK#22, regardless of the location of the cutoff; and, therefore, to give a fair comparison it is necessary to indicate the cost of building the cutoff and the cost of improving the Dallas-Oak Knoll Section from point A to point C.

Line No. 1 (colored in green) is the so-called Bennett Slough line. It has a total distance between points A and C of 7.39 miles. The total estimated cost of this route, including a grade separation of the Southern Pacific Railroad, is $885,000. However, in order to arrive at comparable benefits to the traveling public, it would be necessary to add to this cost the amount of $760,500, which represents the cost of improving the Dallas-Oak Knoll Section of the existing highway. This then results in a total cost for line No. 1 of $1,645,500.

Line No. 2 (colored in yellow) has been investigated as an alternate to line No. 3. The construction of this line would eliminate the necessity of improving the existing highway from points A-1 to C, but the existing highway would need to be retained in use for local service, there being considerable culture adjacent thereto. The length of line No. 2 in combination with line No. 3 is 7.45 miles between points A and C. The cost of this route, including the section 1 to B, is $1,080,500. To this should be added the cost of the section from C to B, $861,000, making a total cost of $1,941,500. This adds the cost to improve throughout the road from Dallas to Oak Knoll.

Line No. 3 (colored in red) known as the Eastwall-Dolph Corner route has a distance between points A and C of 7.84 miles, and the total cost, including a grade separation at the Southern Pacific crossing, is $886,500.

Adding the cost of the section from point C to point F, in order to include the total cost of the Dallas-Oak Knoll Section, makes a total cost of $1,243,500.

Line No. 4 (colored in blue) was a route investigated pursuant to several requests, and the survey made indicates that the total length of this line between points A and C is 9.06 miles, and the estimated cost is $1,136,500. To this is added the cost from point C to point F, amounting to $107,000, which adds the additional cost of improving the Dallas-Oak Knoll road, or a total of $1,243,500.

In arriving at the benefit quotient that will accrue to the traveling public, there must be considered, and I will repeat, in addition to the cost of construction of whichever route is selected between Oak Knoll and Dolph Corner, the additional cost of improvement of the existing highway from point C (Dallas junction) to point C (Oak Knoll). On this basis, the ultimate cost of line No. 1 (green) is $1,453,500, and the benefit quotient is 4.07. The ultimate cost of line No. 2 (yellow) is $1,201,500, and the resultant benefit quotient is 4.52. The ultimate cost of line No. 3 (red) is $1,243,500, and the resultant benefit quotient is 4.72. The ultimate cost of line No. 4 (blue) is $1,243,500, and the resultant benefit quotient is 4.01.

These studies indicate conclusively that the red line, No. 3, is the best of the alternate routes studied. It has further greatly in its favor the fact that the section between A and B (Dolph Corner to Rickreall) can be constructed at a cost of $475,000, thus obtaining early use of the materially shortened distance between Salem and the Coast at the least immediate expenditure of money. In comparison, if either line No. 1 or line No. 2 were selected, it would be necessary to construct them in their entirety to make any part usable; and, due to limitation of funds, this would materially delay the effectiveness of the improvement.

In conclusion, on the basis of lower costs, greater benefits to the road user, and the greater flexibility of stage construction, I recommend your adoption of line No. 3, A-B-C.

I will officially present this report to you at the hearing to be held at Rickreall at 1:00 p.m., May 24.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. F. B. Crandall
Mr. Forrest Cooper

WCW:mc RHB lg

OREGON STATE HIGHWAY DEPARTMENT

Hearing Map

DOLPH CORNER - OAK KNOLL

WILLAMINA - SALEM HIGHWAY

May, 1955

Line	Section	Length	Cost	RR Grade Separation	Total	
1	A-C	7.39	$ 790,000	$ 95,000	$ 885,000	
2	A-D-C	7.43	$ 810,500	$ 95,000	$ 905,500	$1,020,500
	E-D	1.06	$ 115,000		$ 115,000	
3	A-B-C	7.84	$ 713,500	$173,000	$ 886,500	
4	A-F-E-B-C	9.06	$ 965,500	$173,000	$1,138,500	

* [redacted] present [redacted] 200,500

A-C
Drainage & Grading $ 167,000
Surfacing & Paving 461,000
RR Structure 95,000
Mud Slough Br. 33,000
Right of Way 129,000
Total $885,000
7.39 Mi.
Total Yds. 350,000

A-C 7.39 Mi.
$ 790,000
95,000 RR Grade Sep.
$885,000 Total

A-D-C & E-D
Grading & Drainage $ 228,000
Surfacing & Paving 514,500
RR Grade Separation 95,000
Mud Slough Br. 33,000
Right of Way 150,000
Total $1,020,500

D-C 3.43 Mi.
$ 375,500
95,000 RR Grade Sep.
$ 470,500 Total

D-C 3.43 Mi.
Total Yds. 367,000

A-B 4.43 Mi.
$475,000 Total

A-D 4.00 Mi.
$ 435,000 Total

A-D - 4.00 Mi.

E-D 1.06 Mi.
$ 115,000 Total

E-B 1.00 Mi.
$96,000 Total

E 1.52 Mi.
54,000 Total

B-C 3.41 Mi.

$ 238,500
173,000 RR Grade Sep.
$ 411,500 Total

B-C
Grading & Paving $ 144,500
Mud Slough Br. 33,000
Right of Way 61,000
$ 238,500
RR Grade Separation 173,000

A-B
ding $ 120,000
ving 280,000
ay 75,000
al $ 475,000

ds. 217,000

F-B
& Grading $64,000
g & Paving 126,000
Way 60,000
Total $ 250,000

Oak Knoll Golf Club

To Salem →

To Amity

To Monmouth

RICKREALL

Derry

SOUTHERN PACIFIC R.R.

WEST SIDE HIGHWAY

99 W

T.7S., R.5W.

T.7S., R.4W.

'A' '1' '2' '3' '4' 'B' 'C' 'D' 'E'

13 14 19 20 21 23 24 25 26 27 28 29 30

← To Valley Jct.

'A'

Dolph Corner

2.93 Mi.

A-G

A-F 3.13 Mi.

A-F
Drainage & Grading $ 229,000
Surfacing & Paving 197,000
Right of Way 51,000
Total 477,000
Total Yds. 280,000

$ 477,000 Total

A-B 4.43 Mi.
$ 475,000 Total

A-B
Drainage & Grading $ 120,000
Surfacing & Paving 280,000
Est. Right of Way 75,000
Total $ 475,000
Total Yds. 217,000

A-D 4.00 Mi.
$ 435,000 Total

A-C
Drainage & Grading $ 167,000
Surfacing & Paving 461,000
RR Structure 95,000
Mud Slough Br. 33,000
Right of Way 129,000
Total $ 885,000

To Amity →

A-C 7.39 Mi.
Total Yds. 350,000

A-D 4.00 Mi.

A-D-C & E-D
Grading & Drainage $ 228,000
Surfacing & Paving 514,500
RR Grade Separation 95,000
Mud Slough Br. 33,000
Right of Way 150,000
Total $ 1,020,500

D-C 3.43 Mi.
Total Yds. 367,000

E-D 1.06 Mi.
$ 115,000 Total

E-B 1.00 Mi.
$ 96,000 Total

G-F 1.65 Mi.
$ 107,000 Total

F-E 1.52 Mi.
$ 154,000 Total

F-B
Drainage & Grading $ 64,000
Surfacing & Paving 126,000
Right of Way 60,000
Total $ 250,000

B-C
Grading & Paving
Mud Slough Br.
Right of Way

RR Grade Separatio

'G' 'F' 'E' 'D' 'B'

1 2 3 4

HIGHWAY 99 W

S.P. R.R.

PACIFIC HIGHWAY WEST

RICKREALL

Derry

DALLAS

To Monmouth →

T.7S., R.5W.

T.7S., R.4W.

13 14 15 19 20 22 23 24 25 26 27 29 30

6

Data and amount of present plan shown in Fed. Aid
Const. Estimate - Secondary $75,000?
Data re: [illegible] Kings Valley project
Est cost
Status of Beginning point is Dec 10 1953 Resolution
Salem Dallas Primary
Dallas Int Secondary Is Dallas to Willamina Br. a
Status after adoption of Resolution get mile salmon River
Salem [illegible] Primary Is Salem to Wallace Br.
get mile Salmon River

Dallas - Rickreall Secondary
" Dallas Int

Was this decision necessary to build Int
Independent of County agreement. - Yes No
How can it be done - By preforming
work on State funds or by planning
new road Rickreall to Dallas on
Dr Fed Aid Planning System.

Was action hasty or arbitrary? No - plan was made
In 1951 - many routes were investigated
and final action is based upon the
selection of a route that gives the people
the largest benefit and is the most
practical and economical route of all
routes investigated - Action was not
not done in bad faith but is in the public
interest

Adolph Comm - Packwood

477
467

Est. Cost of Surfacing	* 139,742.13
Cost based on Bid (Surfacing)	124,214.63
Est. Cost of Paving	281,000.00
Est. Cost of R. of Way. (Liberal est.)	50,000.00

Farm Comm - Burns Comm Kings Valley

* 135, was transferred to this job from Adolph Comm - Packwood job on May 26, 1952 (Page 42) contractual Aug 15 1952

Adolph Comm - Packwood (1953 FAS. Program)

Forest Programmed by Commission on July 17, 1951 (Page 56)

Re programmed Aug 17-1951

(2)

Williamsville - Salem Primary Hwy.

Approved by D.P.R. as Primary Federal
and Highway on July 27, 1955

Comparison of routes

#1. Green Water or [illegible] line - 7.39 miles in length. Cost $35,000 plus Dist Dalton & Oakknoll. [illegible] $1,653,500 - Benefit quotient 4.07

#2 Yellow route - alternate Redbrook Dolph cor route 7.43 miles in length cost $1.020.000 plus 261.000 - total 1.281.000 - Benefit quotient 4.52

#3. Red route known as Redbrook Dolph cor. route 7.84 miles in length. cost $886.500 plus 357.000 total $1,243,500 - Benefit quotient 4.72

#4. Blue line [illegible] 9.06 miles in length Cost 1.138.500 plus 107.000 total $1,245,500 - Benefit quotient 4.01

9.06
18 1/2

By expenditure of $75.000 more. System Redbrook Dolph Cor. can be made and larger benefits realized.

Est cost of grading -
Remove to recent bids
Est cost of Pav.
Est [illegible] Pav.

Get copy of sheet in the city.

OREGON STATE HIGHWAY DEPARTMENT

Hearing Map

DOLPH CORNER - OAK KNOLL

WILLAMINA - SALEM HIGHWAY

May, 1955

Line	Section	Length	Cost	RR Grade Separation	Total	
1	A-C	7.39	$790,000	$95,000	$ 885,000 *	
2	A-D-C	7.43	$810,500	$ 95,000	$ 905,500	$1,020,500
	E-D	1.06	$115,000		$ 115,000	
3	A-B-C	7.84	$713,500	$173,000	$ 886,500	
4	A-F-E-B-C	9.06	$965,500	$173,000	$1,138,500	

* Add $411,500 for reconstruction of present highway between points B-C. Total $1,296,500

A-C 7.39 Mi.

A-C - 7.39 Mi.
$ 790,000
95,000 RR Grade Sep.
$ 885,000 Total

A-B 4.43 Mi.
$ 475,000 Total

A-D 4.00 Mi.
A-D - 4.00 Mi.
$ 435,000 Total

D-C 3.43 Mi.
D-C - 3.43 Mi.
$ 375,500
95,000 RR Grade Sep.
$ 470,500 Total

E-D 1.06 Mi.
$ 115,000 Total

E 1.52 Mi.
154,000 Total

E-B 1.00 Mi.
$ 96,000 Total

B-C 3.41 Mi.
$ 238,500
173,000 RR Grade Sep.
$ 411,500 Total

To Amity

To Salem

To Monmouth

WEST SIDE HIGHWAY

PACIFIC

S.P. R.R.

RICKREALL

Derry

Oak Knoll Golf Club

T.7S., R.5W.

T.7S., R.4W.

'A' 'B' 'C' 'D' 'E'

1 2 3 4

99W

13 14 19 20 21 24 25 26 27 28 29 30

← To Valley Jct.

'A'

Dolph Corner

2.93 Mi.

A-G

A-F 3.13 Mi.

$ 477,000 Total

A-B 4.43 Mi.

$ 475,000 Total

A-D - 4.00 Mi.
$ 435,000 Total

A-D 4.00 Mi.

A-C 7.39 Mi.

To Amity →

A-C - 7
$ 790,000
95,000
$ 885,000

D-C 3.43 Mi.

'D'

HIGHWAY WEST

S.P. R.R.

99

E-D 1.06 Mi.

$ 115,000 Total

PACIFIC

RICKREALL

'E'

E-B 1.00 Mi.
$ 96,000 Total

'B'

Derry

B-

$ 23
17
$ 41

G-F 1.65 Mi.
$ 102,000 Total

'G'

'F'

F-E 1.52 Mi.
$ 154,000 Total

DALLAS

T.7S., R.5W.

T.7S., R.4W.

To Monmouth →

1

2

3

4

13

14

15

19

20

22

23

24

26

27

29

30

OREGON STATE HIGHWAY DEPARTMENT

Hearing Map

DOLPH CORNER - OAK KNOLL

WILLAMINA - SALEM HIGHWAY

May, 1955

Line	Section	Length	Cost	RR Grade Separation	Total	
①	A-C	7.39	$790,000	$ 95,000	$ 885,000 *	
②	A-D-C	7.43	$810,500	$ 95,000	$ 905,500	$1,020,500
	E-D	1.06	$115,000		$ 115,000	
③	A-B-C	7.84	$713,500	$173,000	$ 886,500	
④	A-F-E-B-C	9.06	$965,500	$173,000	$1,138,500	

* Add $411,500 for reconstruction of present highway between points B-C. Total $1,296,500

Figured and measured on map

A-C - 7.39 Mi.
$790,000
95,000 RR Grade Sep.
$885,000 Total

A-B 4.43 Mi.
$475,000 Total

A-D - 4.00 Mi.
$435,000 Total

A-D 4.00 Mi.

D-C - 3.43 Mi.
$375,000
95,000 RR Grade Sep.
$470,500 Total

D-C 3.43 Mi.

E-D 1.06 Mi.
$115,000 Total

E-B 1.00 Mi.
$96,000 Total

B-C 3.41 Mi.
$238,500
173,000 RR Grade Sep.
$411,500 Total ✓

1.52 Mi.
4,000 Total

A-C 7.39 Mi.

To Amity

WEST SIDE HIGHWAY

99W

PACIFIC HIGHWAY

S.P. R.R.

To Monmouth

T.7S., R.5W.

T.7S., R.4W.

RICKREALL

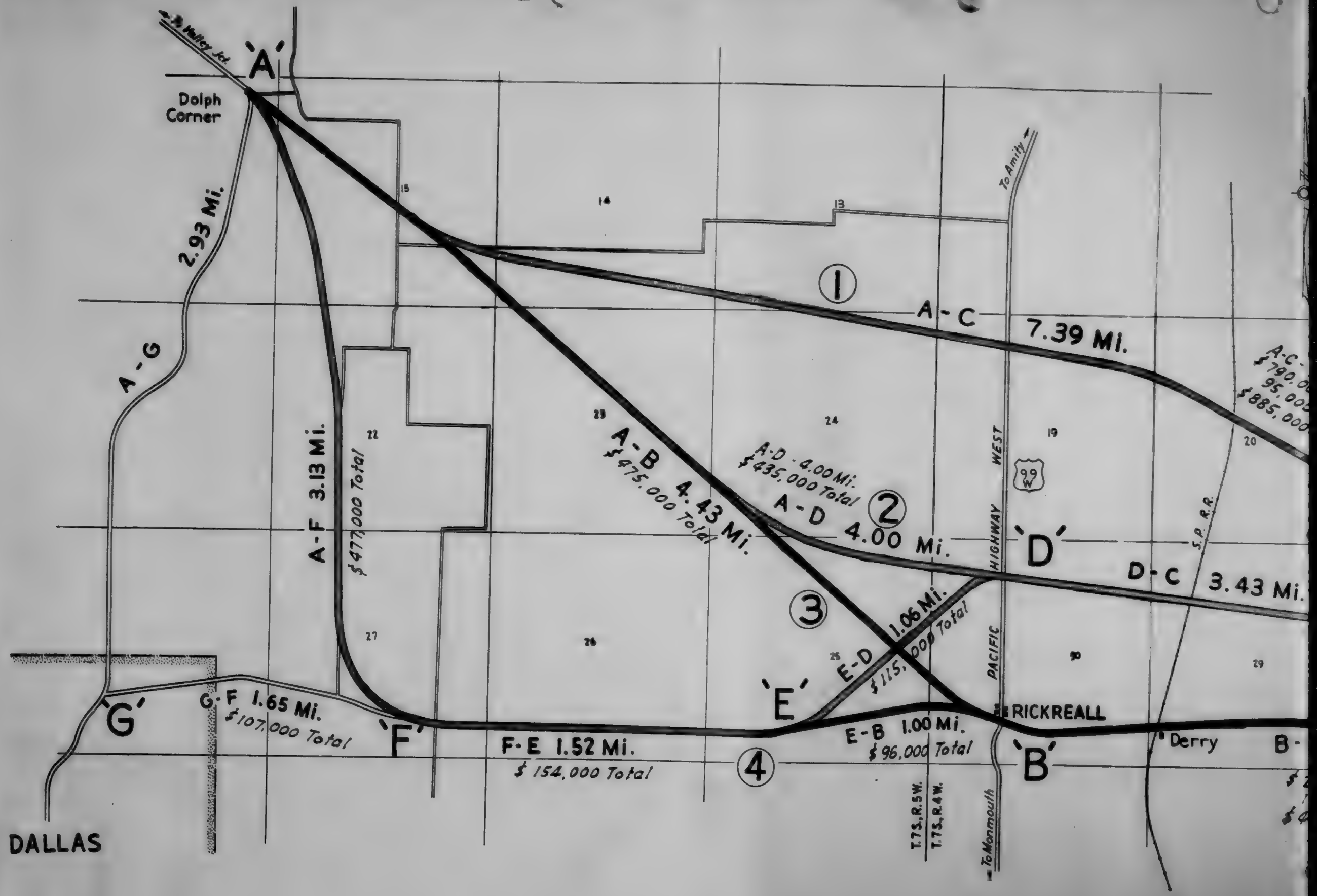
Derry

Oak Knoll Golf Club

To Salem

'A' 'B' 'C' 'D' 'E'

14 13 24 19 20 21 23 26 25 30 29 28 27


Valley Jct.
'A'
Dolph Corner
2.93 Mi.
A-G
A-F 3.13 Mi.
$477,000 Total
A-B 4.43 Mi.
$475,000 Total
A-D 4.00 Mi.
$435,000 Total
A-C 7.39 Mi.
To Amity
A-C
$790,0
95,00
$885,000
HIGHWAY
WEST
99W
S.P. R.R.
'D'
D-C 3.43 Mi.
1.06 Mi.
$115,000 Total
E-D
PACIFIC
'E'
RICKREALL
E-B 1.00 Mi.
$96,000 Total
'B'
Derry
B-
'G'
G-F 1.65 Mi.
$107,000 Total
'F'
F-E 1.52 Mi.
$154,000 Total
DALLAS
T.7S.,R.5W.
T.7S.,R.4W.
To Monmouth
1
2
3
4
13
14
15
19
20
22
23
24
25
26
27
29
30

OREGON STATE HIGHWAY DEPARTMENT

Hearing Map

DOLPH CORNER - OAK KNOLL

WILLAMINA - SALEM HIGHWAY

May, 1955

Line	Section	Length	Cost	R.R. Grade Separation	Total	
1	A-C	7.39	$790,000	$95,000	$885,000 *	
2	A-D-C	7.43	$810,500	$95,000	$ 905,500	$1,020,500
	E-D	1.06	$115,000		$ 115,000	
3	A-B-C	7.84	$713,500	$173,000	$ 886,500	
4	A-F-E-B-C	9.06	$965,500	$173,000	$1,138,500	

* Add $411,500 for reconstruction of present highway between points B-C. Total $1,296,500

A-C 7.39 Mi.
$790,000
95,000 RR Grade Separation
$885,000 Total

A-B 4.48 Mi.
$475,000 Total

A-D 4.00 Mi.
$435,000 Total

D-C 3.43 Mi.
$375,500
95,000 RR Grade Sep.
$470,500 Total

E-D 1.06 Mi.
$115,000 Total

E-B 1.00 Mi.
$96,000 Total

B-C 3.41 Mi.
$238,500
173,000 RR Grade Sep.
$411,500 Total

1.52 Mi.
54,000 Total

To Amity

HIGHWAY 99W

PACIFIC WEST

S.P. R.R.

RICKREALL

Derry

Oak Knoll Golf Club

To Salem

To Monmouth

T.7S., R.5W.

T.7S., R.4W.

'A' 'B' 'C' 'D' 'E'

1 2 3 4

105
761
267 #3

10.5
739
3.12

3.06

To Valley Jct.

'A'

Dolph Corner

2.93 Mi.

A-G

A-F 3.13 Mi.

$477,000 Total

A-B 4.45 Mi.

$475,000 Total

A-D- 4.00 Mi.
$435,000 Total

A-C 7.39 Mi.

A-C-
$790,000
95,000
$885,000

A-D 4.00 Mi.

D-C 3.43 Mi.

E-D 1.06 Mi.

$115,000 Total

E-B 1.00 Mi.
$96,000 Total

F-E 1.52 Mi.
$154,000 Total

G-F 1.65 Mi.
$107,000 Total

'G'

'F'

'E'

'D'

'B'

① ② ③ ④

To Amity

WEST HIGHWAY 99W

PACIFIC S.P.R.R.

RICKREALL

Derry

To Monmouth

T.7S., R.5W.
T.7S., R.4W.

DALLAS

13 14 15 19 20 22 23 24 25 26 27 29 30

293
1.65
1.52
1.00
3+1
10.51

105
78
267 # 3

105
73
3.12

3.06

RECEIVED
JUN 2 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
May 1955

ENGINEERING AND ECONOMIC CONSIDERATIONS INVOLVED IN THE REALIGNMENT OF THE WILLAMINA-SALEM HIGHWAY FROM DOLPH CORNER TO OAK KNOLL GOLF COURSE

Case 4

The realignment of the Willamina-Salem Highway from Dolph Corner to the Junction with the Pacific Highway West approximately 0.66 mile north of Rickreall, thence easterly to the Oak Knoll Golf Course, plus the construction of a connection from the Junction with the Pacific Highway West approximately 0.66 mile north of Rickreall to a Junction with the present Dallas-Rickreall Highway approximately one mile west of Rickreall, and the improvement of the present Dallas-Rickreall Highway from this Junction to the Junction with the Dolph Corner-Dallas Highway in Dallas.

It is estimated that 800 vehicles per day will be diverted to the new line between Dolph Corner and Oak Knoll Golf Course, and 2,000 vehicles per day will be diverted to the new line between Oak Knoll Golf Course and the Junction with the Dallas-Rickreall Highway approximately one mile west of Rickreall. From the Junction west of Rickreall to the Junction with the Dolph Corner Highway in Dallas, the remaining traffic is 2,900 vehicles per day.

Projecting this traffic ahead, it is estimated that the average daily traffic for the next 30 years will be 1,400 vehicles per day, 3,500 vehicles per day, and 5,100 vehicles per day respectively for the above mentioned sections.

This improvement calls for the expenditure of $1,281,500 for right of way and construction of 8.49 miles of new alignment, and 3.17 miles of reconstruction of the present highway. The estimated annual cost of construction, maintenance, and operation is $71,169.

This improvement has a distance savings of 3.08 miles between Dolph Corner and Oak Knoll Golf Course and a lengthening of 0.08 mile between Dallas and Oak Knoll Golf Course. The shortening of this one section and the improvement of the alignment of the over-all construction results in both a mileage-element savings and a time-element savings benefit. The total user benefit for this improvement is $321,889.

The ratio of the user benefits to the total annual cost indicates that for every dollar spent on this project the road user will receive $4.52 in benefits.

Length of New Construction	11.66	miles
Savings in Travel Distance	3.08	miles
Reduction in Curvature	934	degrees
Reduction in Rise and Fall	789	feet
Estimated cost of Construction	$1,281,500	
Estimated Annual Cost of Construction, Maint., and Operation	$ 71,169	
Estimated Annual Value of Benefits to User	$ 321,889	
Dollars of Annual Benefits for Each Dollar of Annual Cost		$4.52

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

Present and Proposed Routes, Willamina-Salem Highway
Dolph Corner - Oak Knoll Golf Course

Section	Length of Construction Miles	Travel Distance Savings Miles	Construction Cost	R/W Cost	Total Cost	Annual Cost	Annual Benefit	Benefit Quotient
Present Hwy. A-G-B-C	10.51							
Proposed Sections								
A-C	7.39		$ 756,000	$129,000	$ 885,000	$	$	$
A-D	4.00		360,000	75,000	435,000			
A-B	4.45		400,000	75,000	475,000			
A-F	3.13		426,000	51,000	477,000			
D-C	3.43		412,500	58,000	470,500			
B-C	3.41		350,500	61,000	411,500			
E-D	1.06		98,000	17,000	115,000			
E-B	1.00		91,000	5,000	96,000			
F-E	1.52		99,000	55,000	154,000			
G-F	1.65		90,500	16,500	107,000			
A-C plus G-C	14.97	3.12	1,387,000	266,500	1,653,500	94,843	385,563	4.07
A-D-C plus G-E-D	11.66	3.08	1,060,000	221,500	1,281,500	71,169	321,889	4.52
A-B plus G-C	12.03	2.65	1,031,000	212,500	1,243,500	71,580	337,638	4.72
A-F plus G-C	10.71	1.45	1,057,000	188,500	1,245,500	70,728	283,553	4.01

Revised May 1955

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

Present and Proposed Routes, Willamina-Salem Highway
Dolph Corner - Oak Knoll Golf Course

Section	Length of Construction Miles	Travel Distance Savings Miles	Construction Cost	R/W Cost	Total Cost	Annual Cost	Annual Benefit	Benefit Quotient
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A-G-B-C	10.51							
Proposed Sections								
A-C	7.39		$ 756,000	$129,000	$ 885,000	$	$	$
A-D	4.00		360,000	75,000	435,000			
A-B	4.45		400,000	75,000	475,000			
A-F	3.13		426,000	51,000	477,000			
D-C	3.43		412,500	58,000	470,500			
B-C	3.41		350,500	61,000	411,500			
E-D	1.06		98,000	17,000	115,000			
E-B	1.00		91,000	5,000	96,000			
F-E	1.52		99,000	55,000	154,000			
G-F	1.65		90,500	16,500	107,000			
A-C plus G-C	14.97	3.12	1,387,000	266,500	1,653,500	94,843	385,563	4.07
A-D-C plus G-E-D	11.66	3.08	1,060,000	221,500	1,281,500	71,169	321,889	4.52
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A-F plus G-C	10.71	1.45	1,057,000	188,500	1,245,500	70,728	283,553	4.01

Revised May 1955

OREGON STATE HIGHWAY DEPARTMENT

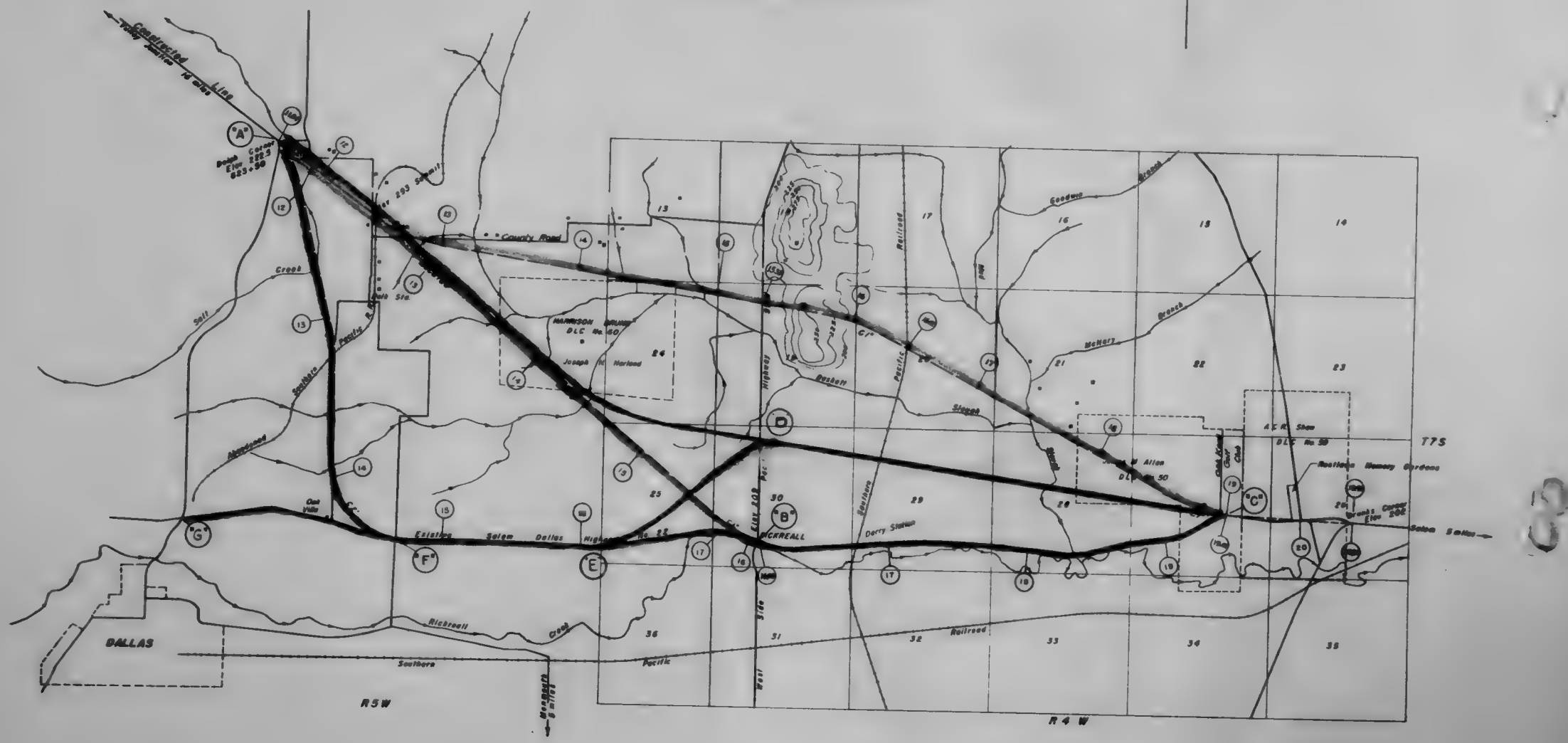
TRAFFIC ENGINEERING DIVISION

SKETCH MAP

PROPOSED IMPROVEMENTS
ORE22 - WILLAMINA - SALEM HIGHWAY
DOLPH CORNER - OAK KNOLL

FEBRUARY, 1955

Revised May 1955



OREGON STATE HIGHWAY DEPARTMENT

TRAFFIC ENGINEERING DIVISION

SKETCH MAP

PROPOSED IMPROVEMENTS
ORE22 - WILLAMINA - SALEM HIGHWAY
DOLPH CORNER - OAK KNOLL

FEBRUARY, 1955

Revised May 1955

OREGON STATE HIGHWAY DEPARTMENT

SALEM-DALLAS HIGHWAY

SALEM TO DALLAS

POLK COUNTY

Scale 1 in = 2000 ft.

R. A. Klein, State Highway Engineer

DR'G. No. 1B5-12

To Dayton

Rices Rocks

KEISER BOTTOM

To Wheatland Ferry

Keiser School

CLAXTAR

Kiser Rapids

SALEM - DAYTON HIGHWAY

Brush College

Hill

Chapman Corners

Old River Channel

Poor Farm

School For the Deaf

Valley Packing Co.

Highland

Fair Grounds

O. E. RY.

SOU. PAC. R.R.

Pacific Highway

To Portland

To Silverton

5 4 3 2 1

8 9 10 11 12

17 16 15 14 13

25 EOLA

30 Holman Park

29

28

Winona

200

150

100

85

COMMERCIAL ST.

To Albany

Gray Eagle Bar

36

31

32

33

Hayden Island

T. 7 S. R. 3 W.

T. 8 S. R. 3 W.

O. E. RY.

RIVER ROAD

1

6

5

4

To Independence

OREGON

SAL

Scale

← To Dayton

Rices Rocks

HILLS

Wallace Hill

SALEM - DAYTON HIGHWAY

Brush College

Popcorn School

Grice Hill

Chapman Corners

EOLA

2 1 6 5 4

12 7 8 9

14 13 18 17 16

HOLMES GAP

Holmes Hill

To Amity

6

Crowley School

5

4

3

2

Mc Mahan Branch

7

8

Crowley

9

10

11

OAK GROVE

Goodwin Branch

18

17

16

15

14

WEST

"D"

D-C 3.43 Mi.

"B"

B-C 3.41 Mi.

"C"

1.06 Mi.

1.00 Mi.

PACIFIC HIG

SOU. PAC. R.R.

(Mud) Creek

Basket

EQUATION

EQUATION

Oak Knoll Golf Course

Brun Corr

30 RICKREALL

29

28

27

500

150

400

300

384+19.1 = 384+06.1

340+76.5

340+76.5

Derry

CREEK

School

Greenwood

Gerlinger

Nesmith

31

32 Thielsen

33

34

PAC.

INDEPENDENCE HWY.

T. 7 S. R. 4 W.

T 8 S. R. 4 W.

Orrs Corner

6

5

4

3

To Monmouth

To Independence

Clow Corner

Oakpoint School

3

"D"

PACIFIC

30

RICKREALL

"B"

E-D 1.06 Mi.

"E"

G-F 1.65 Mi.

E-B 1.00 Mi.

"F"

F-E 1.52 Mi.

4

DALLAS

28

27

26

25

33

34

35

36

RICKREALL

Nesmith

31

PAC.

SOU.

Bowersville

T. 7 S. R. 5 W.

T 8 S. R. 5 W.

Orrs Corner

4

3

2

1

6

To Monmouth

Clow Corner

To Perryville

3

2

1

6

Crowley School

To Amity

SMITHFIELD

10

11

12

7

"A"

RNER

Mi.

HIGHWAY

15

14

13

18

13 Mi.

① A-C 7.39 Mi.

Baskett

Polk Station

WEST

DR'G. No. 1B3-12

5

4

To Perryda...

3

2

SMITHFIELD

To Valley Junction

8

9

10

11

"A"

DOLPH CORNER

17

16

15

14

G 2.93 Mi. COAST HIGHWAY

3 Mi.

1 A-C

Polk Station

A-
DALLAS
A-F 3.
A-B 4.43 Mi.
A-D 4
②
③
20
21
22
23
29
28
27
26
683+56
"G"
G-F 1.65 Mi.
650
600
"E"
"F"
F-E 1.52 Mi.
④
DALLAS
32
33
34
35
Bowersville
S.P. R/W
T. 7 S. R. 5 W.
T 8 S. R. 5 W.
S. P.
Rock
5
4
3
2
s City
gs Valley
LAS-KINGS VALLEY HWY.

3
29
28
27
26
693+96
"G"
G-F 1.65 Mi.
650
600
"F"
F-E 1.52 Mi.
"E"
4
DALLAS
32
33
34
35
Bowersville
S.P. R/W
T. 7 S. R. 5 W.
T 8 S. R. 5 W.
DALLAS-KINGS VALLEY HWY.
To Falls City
To Kings Valley
To Black Rock
S. P.
5
4
3
2

RECEIVED
MAY 16 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

F. 325(1)
4568

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 10, 1955

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

IN REPLY PLEASE REFER TO

Mrs. Wanda M. Smith
1455 Baker Street
Salem, Oregon

NOTED
State Highway Engineer

Dear Mrs. Smith:

I wish to acknowledge a petition, dated April 8, 1955 and signed by yourself and other residents of Salem, in which the State Highway Commission is requested to construct the proposed Rickreall-Salt Creek Cutoff in order to improve travel conditions from Rickreall to the Wallace Bridge junction of Highway No. 18 and to eliminate the hazards on the present route.

The petition will be presented to the members of the State Highway Commission at their next meeting. This letter is directed to you because your name appears at the top of the list of those signing the petition. If you are not responsible for the petition, will you kindly place the letter in the hands of the proper person.

Incidentally the Highway Commission has scheduled a public hearing on this particular project. It will be held in the Grange Hall in Rickreall on Tuesday, May 24, 1955, starting at 1:00 p. m. All persons interested in the project will be given an opportunity to express themselves relative thereto.

Respectfully yours,

H B Glaisyer

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

145

April 18, 1955

Honorable Members of the State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

In view of the extreme hazardous conditions prevailing at the present time in highway travel, from Rickreall, Oregon to Coast points via the present highway, and whereas: the major portion of automobile traffic from the Willamette Valley originates East and Southeast of Rickreall, we, the undersigned, heartily endorse and petition the Oregon State Highway Commission to effect such relocation of the Rickreall Salt Creek cut off, as will in their opinion eliminate this hazardous condition, and improve travel conditions from Rickreall, Oregon to the Wallace Bridge Junction of Highway No. 18.

Respectfully submitted:

NAMES	ADDRESSES
Wanda M. Smith	1455 Baker St.
Ed D Polson	215 S. High St.
Chas Kean	1121 N. Liberty St
Lurl L. Till	1060 Lincwood Dr.
[illegible]	[illegible]
Jacob Fox	2275 D St
Louis J Fitch	274 Box 569
R E Meredith	900 Broadacre Dr.
Dale Brauer	2017 Park St.
Robert M Lennigen	1235 N 19
John H Gugel	240 NE 24th st
Earl Love	1510 NE 15th St.
Edward J Lucas	925 N Winter
Anna M Love	R3 Box 652 Salem
Howard Reimann	3625 Scenic View Dr.
Howard E Hicks	1307 Fairmount Salem

[illegible]
P. B. [illegible]

RECEIVED
MAY 3 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

F 2250
4568

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

IN REPLY PLEASE REFER TO

May 2, 1955

10

Mr. H. T. Irving
1495 North 21st Street
Salem, Oregon

Dear Mr. Irving:

Your name appears at the head of a list of signers of a petition that has just been received by the State Highway Commission, in which the Commission is urged to construct the proposed Rickreall-Salt Creek Cutoff in order to eliminate hazards and to improve travel conditions between Rickreall and Wallace Bridge Junction of Highway No. 118, for which reason I am directing this acknowledgment to you. If you are not responsible for circulating the petition, will you kindly place this letter in the hands of the proper party.

The petition will be brought to the attention of the members of the State Highway Commission when this matter comes up for discussion.

Respectfully yours,

H. B. Glaisyer

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: Commissioners
R. H. Baldock

NOTED
State Highway Engineer

April 18, 1955

Honorable Members of the State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

In view of the extreme hazardous conditions prevailing at the present time in highway travel, from Rickreall, Oregon t Coast points via the present highway, and whereast the major portion of automobile traffic from the Willamette Valley originates East and Southeast of Rickreall, we, the undersigned, heartily endorse and petition the Oregon State Highway Commission to effect such relocation of the Rickreall Salt Creek cut off, as will in their opinion eliminate this hazardous condition, and improve travel conditions from Rickreall, Oregon to the Wallace Bridge Junction of Highway No. 18.

Respectfully submitted:

NAMES	ADDRESSES
(Signed by 9 persons)	

COPY

RECEIVED
APR 27 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, Coos Bay
CHAS. H. REYNOLDS, La Grande
M. K. McIVER, Portland
H. B. GLAISYER, Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

IN REPLY PLEASE REFER TO

April 25, 1955

Mr. Stanley Grove
General Manager
Salem Chamber of Commerce
Salem, Oregon

Dear Mr. Grove:

Your secretary phoned me a few moments ago and requested an appointment for the Salem Chamber of Commerce to discuss with the State Highway Commission at its next regular meeting the projects mentioned in your resolution of April 21st, viz., (1) early completion of the Salem Coast Cutoff extending east from Delph Corner, and (2) early completion of the highway between Salem and Dallas. This note is to confirm the appointment that I made for her at that time.

The next regular meeting of the Highway Commission will be held in Portland on Wednesday and Thursday, May 25 and 26. Delegations will be heard on the second day, Thursday, May 26th, on which day I have reserved for the convenience of your group fifteen minutes of time, starting at 2:15 p. m. The Commission holds its meetings in the Green Room on the first floor of the Imperial Hotel.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

NOTED

FORM S-103 5M4 REVISED 3-55

RECEIVED
APR 25 1955
FOR FILING
F-325
4568

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

IN REPLY PLEASE REFER TO

April 25, 1955

Hollis S. Smith, Mayor
City of Dallas
Dallas, Oregon

Dear Mayor Smith:

This note is simply to confirm the appointment that I made for you to discuss with the State Highway Commission at its next meeting improvement of the Salem-Dallas Highway.

The next regular meeting of the Commission is scheduled to be held in Portland on Wednesday and Thursday, May 25 and 26, 1955. Delegations will be heard on the second day, Thursday, May 26th, on which day I have reserved for your convenience fifteen minutes of time, starting at 2:00 p.m., which I understood you to say was satisfactory. This meeting of the Highway Commission will be held as usual in the Green Room on the first floor of the Imperial Hotel.

Respectfully yours,

H B Glaisyer

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mc

cc: Commissioners
R. H. Baldock

NOT FILMED
State Archives, Library

RECEIVED
APR 25 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

IN REPLY PLEASE REFER TO

April 25, 1955

Mr. Stanley Grove
General Manager
Salem Chamber of Commerce
Salem, Oregon

NO.
State Highway ...

Dear Mr. Grove:

In your letter of April 22, 1955, which I have just received, you ask that the resolution you forwarded to the Highway Commission on April 21st be destroyed and a new one substituted. I shall be glad to make the change.

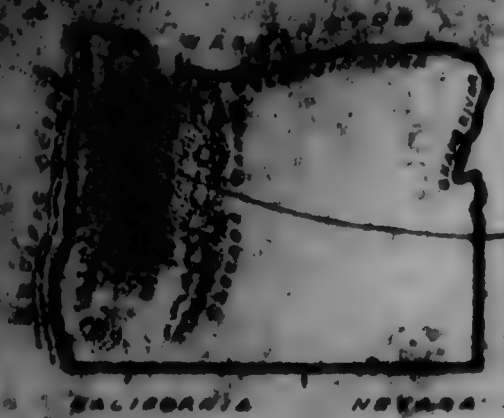
Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

...TER
...Highway Engr.



Salem Chamber of Commerce

Salem, Oregon

April 22, 1955

Honorable Members of the State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

Please destroy the resolution forwarded you on April 21, 1955, and substitute the attached resolution in its stead.

Very truly yours,

Stanley Grove
General Manager

SGcmp

ANSWERED
H. B. GLAISYER

RECEIVED
APR 29 1955
FOR FILING

F 2-5(1)
PAUL PATTERSON
GOVERNOR
4-21-55

P

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

April 22, 1955

Mr. R. H. Baldock
State Highway Engineer
Highway Building
Salem, Oregon

Dear Mr. Baldock:

In reference to the hearing on the Rickreall - Dallas road, as well as the Sheridan road, is there any reason why those hearings could not be held at some place closer to the location? It puts quite a burden on the people to have to go to Portland to appear and if we could arrange to have them more centrally located, even in Salem, it would be better so far as the people are concerned.

I feel that a more local hearing might go a long way toward dispelling the idea that it is only a matter of form and that the Highway Commission already has its mind made up. I would like to have your ideas on this so that I might answer the inquiries.

Very truly yours,

Paul Patterson

Governor

PLP es

NOTED
State Highway Engineer

RECEIVED
APR 25 1955
OFFICE OF
STATE HIGHWAY ENGINEER

10 Dayton
1 Rickreall
3- Dayton

FORM S-139 50M REVISED 3-53

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY

FILED
FOR FILING

F-325
4568

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

IN REPLY PLEASE REFER TO

April 19, 1955

Mr. Joseph H. Harland
Rickreall

NOTED
State Highway Engineer

Dear Mr. Harland:

The members of the State Highway Commission at their meeting on April 13, 1955 discussed briefly the proposed location of the Salem-Willamina Highway between Rickreall and Dolph Corner. The Commission deferred action in the matter until its next regular meeting which is scheduled to be held in Portland on Wednesday and Thursday, May 25 and 26, 1955.

I was instructed by the Commission to invite you to be present at such meeting when an opportunity will be given you to express your views on the subject. This meeting of the Commission will be held in the Green Room on the first floor of the Imperial Hotel. Delegations will be heard on the second day, Thursday, May 26, on which day I have reserved for your convenience fifteen minutes of time, starting at 11:00 a. m., which I trust is satisfactory. Please advise me whether or not you will be present at this meeting so I can assign to another delegation the time I have allotted to you in the event you decide not to appear before the Commission.

Should there be others in your vicinity who would like to be heard on the subject, it will be satisfactory for them also to be present, and they will be given an opportunity to express themselves.

Respectfully yours,

H. H. Heaton

Secretary
OREGON STATE HIGHWAY COMM.

HDG:jmc
cc: Commissioners
R. H. Baldock

April 18, 1955

Honorable Members of the State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

In view of the extreme hazardous conditions prevailing at the present time in highway travel, from Rickreall, Oregon to Coast points via the present highway, and whereas: the major portion of automobile traffic from the Willamette Valley originates East and Southeast of Rickreall, we, the undersigned, heartily endorse and petition the Oregon State Highway Commission to effect such relocation of the Rickreall Salt Creek cut off, as will in their opinion eliminate this hazardous condition, and improve travel conditions from Rickreall, Oregon to the Wallace Bridge Junction of Highway No. 18.

Respectfully submitted:

NAMES	ADDRESSES
Donald E. Dooley	345 Bellevue St. Salem, Oregon
Vernon D. Terry	380 McGilchrist St Salem, Ore
Clifford J. Ahrens	4390 TONI AVE SALEM 0125
Edward Lambert	1445 Nebraska Ave Salem, Ore
Harry Anderson	255 Apple Blossom Drive Salem Ore
Louis de Bey	998 N. Capitol, Salem, Ore.
W. L. O'Neil	Rt 2 Box 296 D. Salem Ore.
A W Blankenship	665 W. Madrona Ave Salem Ore.
R H Wellington	1445 Nebraska Ave
Wm J Melcher	2155 S Church Salem
Rene N Sleger	1160 Wallace Rd "
Richard H. Davis	2260 [illegible] "
Elmer R. Cox	710 [illegible] "
Dolan W. Thompson	1450 Lee St. Salem
R W Day	585 N Winter Salem
James L Skilton	425 Wayne Dr. Salem

245-

April 18, 1955

Honorable Members of the State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

In view of the extreme hazardous conditions prevailing at the present time in highway travel, from Rickreall, Oregon to Coast points via the present highway, and whereas: the major portion of automobile traffic from the Willamette Valley originates East and Southeast of Rickreall, we, the undersigned, heartily endorse and petition the Oregon State Highway Commission to effect such relocation of the Rickreall Salt Creek cut off, as will in their opinion eliminate this hazardous condition, and improve travel conditions from Rickreall, Oregon to the Wallace Bridge Junction of Highway No. 18.

Respectfully submitted:

NAMES	ADDRESSES
Emma M McDougal	1685 Arnold Way Salem
Alice M. Brundridge	1540 Bellevue St " "
Chas Goodnight	145 S 24th Salem Ore
D.W. Burroughs	2025 No. 18th Street - Salem
John O. Humphreys	1285 S. High St. Salem
Dorothy Wills	1525 N. 25th St, Salem
John R. Moore	1065 Madison St, Salem Ore.
Adella McAdams	2092 S. Cottage, Salem Ore
Sherman Smith	3245 Abrams ave Salem Ore
& Russell Flaum	3490 Neef ave.
I. A Clark	4235 N River Rd Salem
Mary E. Chapman	1018 Elm St, Salem
J L Butler	2270 Maple Salem Ore.
Samuel I McDougal	925 S 21 St. Salem
Virginia Sheafy	1640 Hall St
E L Benjamin	1840 N. 18th
Hattie Hoffner	528 Tenth Ave. Salem Ore

April 18, 1955

Honorable Members of the State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

In view of the extreme hazardous conditions prevailing at the present time in highway travel, from Rickreall, Oregon to Coast points via the present highway, and whereas: the major portion of automobile traffic from the Willamette Valley originates East and Southeast of Rickreall, we, the undersigned, heartily endorse and petition the Oregon State Highway Commission to effect such relocation of the Rickreall Salt Creek cut off, as will in their opinion eliminate this hazardous condition, and improve travel conditions from Rickreall, Oregon to the Wallace Bridge Junction of Highway No. 18.

Respectfully submitted:

NAMES	ADDRESSES
E. B. Young	720 N Summer St Salem, Oreg.
Ogd Oglesbee	1025 N 21st Salem Ore
Edward Pritchard	2655 Pioneer Drive, Salem, Oregon
Walter Dudley	1310 Market St " "
Addison Holden	644 Illinois Salem, Ore
[illegible]	173 S. College St Salem Oregon
R. M. McQueen	144 S 19th Salem Oregon
C R Thompson	460 Chemawa St. Salem Oregon
Leo. R. Davis	737 D st. Salem Ore.
Cecil Boyd	396 N 14th St Salem Ore
Raymond W. Klein	1065 Chemawa Rd. Salem Ore.
Mrs. C. L. Cornell	2665 Fisher Rd. Salem
Lois L. Feeney	1165 Chemawa Rd.
Lawrence M. Blaisdell	680 Fairview Ave. Salem, Ore.
Harvey J. Blaisdell	1820 Evergreen Ave. Salem Ore
Anna Seidler	240 S. 22nd. Salem, Ore.

April 18, 1955

Honorable Members of the State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

In view of the extreme hazardous conditions prevailing at the present time in highway travel, from Rickreall, Oregon to Coast points via the present highway, and whereas: the major portion of automobile traffic from the Willamette Valley originates East and Southeast of Rickreall, we, the undersigned, heartily endorse and petition the Oregon State Highway Commission to effect such relocation of the Rickreall Salt Creek cut off, as will in their opinion eliminate this hazardous condition, and improve travel conditions from Rickreall, Oregon to the Wallace Bridge Junction of Highway No. 18.

Respectfully submitted:

NAMES	ADDRESSES	
Helen M. Hall	335 Ferris Ave.	Salem Oregon
Fay L. Scott	1515 Norway St	Salem, Oregon
Mrs. James B. Young	845 S. 13th St	Salem, Oregon
Woodrow Anderson	1370-4th St	Salem, Oregon
Earl B. Williams	1585 Madison	Salem, Ore
Fannie A. Hall	4765 Elvira	Salem, Oregon
Ward N. Jackson	898 Cascade Dr.	Salem, Oreg.
Lois E. Stevens	Rt 1 Box 193	Rickreall, Ore
Frances Ward	570 Union St.	Salem, Oregon
T. F. Andresen	1095 Marine Dr	Salem Oregon
Julia E. Hawkins	1583 Market	Salem, Oregon
Robert G Blumenstein	3417 Ridgefield Drive	Salem, Ore
Doris M. Lusk	3600 Hulsey Avenue	Salem, Oregon
Mary L. Tautz	Rt. 1 Box 203	Brooks, Ore.

F-325(1) Dolph Corner-Rickreall Sec., 1955
Willamina-Salem Hwy.
#4568 Folder # 1

F-325(1) Dolph Corner-Rickreall Sec., 1955
Willamina-Salem Hwy.
#4568 Folder # 1

126

April 18, 1955

Honorable Members of the State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

In view of the extreme hazardous conditions prevailing at the present time in highway travel, from Rickreall, Oregon to Coast points via the present highway, and whereas: the major portion of automobile traffic from the Willamette Valley originates East and Southeast of Rickreall, we, the undersigned, heartily endorse and petition the Oregon State Highway Commission to effect such relocation of the Rickreall Salt Creek cut off, as will in their opinion elininate this hazardous condition, and improve travel conditions from Rickreall, Oregon to the Wallace Bridge Junction of Highway No. 18.

Respectfully submitted:

NAMES	ADDRESSES
Rosemary A Gordon	1585 Rosella St Salem, Ore.
Maryhelle Gordon	2640 Skopil Ave Salem, Ore.
Pauline Hauck	2372 Laurel
Virginia Anne Mobbitt	3620 Skopil Ave - Salem, Ore.
Joan W. Robb	2660 Skopil Ave, Salem, Ore
Ernest E Mabbatt	3620 Skopil ave - Salem, ore
Robert R Powell	2360 Bluff St. - Salem Ore
Audrey Powell	2360 Bluff St. Salem Ore.
Frances L Knapp	3605 Lillegard Salem Ore.
Charles R. Knapp	3605 Lillegard Salem Ore.
Ethel B. Rector	3615 Lillegard Lane Salem Ore.
Gladys M Pearson	1880 West Nob Hill, Salem Ore.
Josephine G Fontanini	2025 N. Capitol St Salem, Ore
Edwin V. Armstrong	530 N 18th St Salem Oregon
Myrtle Edmund	1185 Fir St. Salem Oregon
Rena M Cherrington	1599 Court St Salem, Ore

After five days return to
WADHAMS & COMPANY

POST OFFICE BOX 2070
S. E. THIRD AT BELMONT
PORTLAND 14, OREGON

1780 So. 14th St,
Salem, Oregon

April 18, 1955

the State Highway Commission
[illegible]

[illegible] hazardous conditions prevailing at the present
[illegible], from Rickreall, Oregon to Coast points via
[illegible]nd whereas: the major portion of automobile
[illegible]mette Valley originates East and Southeast of
[illegible]ersigned, heartily endorse and petition the
Oregon [illegible] Commission to effect such relocation of the
Rickreall Salt Creek cut off, as will in their opinion eliminate this
hazardous condition, and improve travel conditions from Rickreall,
Oregon to the Wallace Bridge Junction of Highway No. 18.

Respectfully submitted:

NAMES	ADDRESSES
H. E. Lowe	1495 N 4th Salem Ore
Katherine Allsop	1243 Ruge St. Salem Ore
Hal Bird	360 Hoyt St Salem Ore
Harold Holler	4080 Sunnyview Dr Salem Ore
E C Frank	695 Richmond Ave Salem
James D Lee	3259 Portland Rd Salem Ore
Glenn Bloomfield	1760 N 4th St
Laura Doyle	5068 Robindale Dr
John Hugman Jr	835 Hood St

[illegible]
H B. GLAISYER

OREGON STATE HIGHWAY DEPARTMENT

SALEM-DALLAS HIGHWAY

SALEM TO DALLAS

POLK COUNTY

Scale 1 in = 2000 ft.

R. A. Klein, State Highway Engineer

DRG. No. 1B5-12

Hill

HIGHWAY

Old River Channel

Poor Farm

School For the Deaf

Valley Packing Co.

To Silverton

17

16

15

14

13

Chapman Corners

Highland

Fair Grounds

Garden Road

20

21

22

23

SALEM

WEST SALEM

COURT ST.

CAPITOL

State Hospital

29

28

27

26

Penitentiary

Winona

50

100

COMMERCIAL ST.

To Turner

34

35

To Dayton

Rices Rocks

KEISER BOTTOM

To Wheatland Ferry

Keiser School

CLAXTAR

Kiser Rapids

e Hill

SALEM - DAYTON HIGHWAY

Brush College

Hill

Chapman Corners

Old River Channel

Poor Farm

School For the Deaf

Valley Packing Co.

Highland

O.E.RY.

SOU. PAC. R.R.

Pacific Highway

12 To Portland

To Silverton

Fair Grounds

5 4 3 2 1

8 9 10 11 12

17 16 15 14 13

4
3
2
1
6
Mc Mahan Branch
HILLS
9
10
11
12
7
Walla
OAK GROVE
Popcorn School
Grice
dwin Branch
16
15
14
13
18
EOLA

22

23

24

19

EQUATION

Oak Knoll
Golf Course

Brunk's
Corner

27

26

25

EOLA

30

Holman Park

300

250

200

150

School

Greenwood

Mc. Nary

INDEPENDENCE HWY.

34

35

36

Hayden Island

Gray Eagle Bar

31

T. 7 S. R. 4 W.

T 8 S. R. 4 W.

T. 7 S.

T. 8 S. R.

O. E. Ry.

6

Oak Knoll
Golf Course

Brunk's
Corner

27

26

25

EOLA

30

Holman Park

29

Winona

300

250

200

150

100

Mc. Nary

INDEPENDENCE HWY.

34

35

36

Hayden Island

Gray Eagle Bar

31

32

T. 7 S. R. 3 W.

T. 8 S. R. 3 W.

O. E. RY.

RIVER

ROA

3

2

1

6

5

To Independence

HOWARD B. FLEMING
4.06 Ac.

ELSIE M. MONSON
3.07 Ac.

H.L. GRIDER
2.41 Ac.

25

S.T. BUCK ESTATE
3.2 Ac.

S. PACIFIC HIG

30
RICKREALL

SOU. PAC. R.R.

29

Basket (Mud) Creek

28

EQUATION 384+19.1 = 384+06.1

EQUATION 338+10.0 = 338+19.5

Oak Kn
Golf Cou

27

ESO

500

450

400

500

Derry

CREEK

School

Greenwood

36 RICKREALL

Nesmith

31

Gerlinger

32 Thielsen

33

34

PAC.

SOU.

ersville

T. 7 S. R. 4 W.

T 8 S. R. 4 W.

Orrs Corner

1

6

5

4

3

To Monmouth

To Independence

Clow Corner

Oakpoint Sch

13
18
17
16
15
Goodwin Branch
Basket
WEST
HIGHWAY
19
Slough
20
21
22
24
M. PETERS
7.3 AC.
HARLAND
JOSEPH H. HARL
13.13 AC.
NARD B. FLEMING
4.06 Ac
ELSIE M. MONSON
3.02 Ac.
25
H.L. GRIDER
2.41 AC.
S.T. BU
3.2 AC.
ESTATE
30
RICKREALL
29
SOU. PAC. R.R.
Slough (Mud)
28
Basket
EQUATION
384+19.1=
384+06.1=
EQUATION
384+29.0
384+19.5
Oak Kno
Golf Cours
27
550
500
450
400
Derry
CREEK
School
Greenwood
KREALL
linger

HOLMES GAP

Holmes Hill

To Amity

Crowley School

Crowley

Mc Mahan

OAK GROVE

Goodwin Branch

Baskett

WEST

1 6 5 4 3

12 7 8 9 10

13 18 17 16 15

2

4

To Perrydale →

3

2

1

SMITHFIELD

9

10

11

12

16

15

14

13

HIGHWAY

COAST

ROSS SIMPSON
7.65 Ac.

DAVID PETERS
4.17 Ac.

TINA LINDA PETERS
1.53 Ac.

ERNEST REIMER
1.65 Ac.

AC REIMER
Ac.

Basket

WEST

Polk Station

16
15
14
13
21
22
23
24
28
27
26
25
33
34
35
36

DALLAS - COAST HIGHWAY

ROSS SIMPSON
1.62 Ac.

DAVID PETERS
4.17 Ac.

TINA LINJA PETERS
1.62 Ac.

ERNEST REIMER
1.65 Ac.

Polk Station

Baskett

W. H. McDANIEL, JR.
5.15 Ac.

ISAAC REIMER
4.82 Ac.

ALBERT R. CADLE
3.2 Ac.

LAURA M. PETERS
7.3 Ac.

JOSEPH H. HARLAND
13.13 Ac.

INEZ L. FULLER
0.06 Ac.

HOWARD B. FLEMING
4.06 Ac

ELSIE M. MONSON
3.02 Ac.

H.L. GRIDER
2.41 Ac.

S.T. BU
3.2 Ac.

WEST HIGHWAY

PACIFIC

650

600

650

DALLAS

RICKREALL

SOU. PAC.

INEZ L. FULLER
0.06 Ac.

HOWARD B. FLEMING
4.06 Ac

ELSIE M. MONSON
3.02 Ac.

H.L. GRIDER
2.41 Ac.

S.T. BU
3.2 Ac.

PACIFIC

ESTATE

28 27 26 25 30

RICKREA

550 600 550 500

DALLAS

33 34 35 36 31

RICKREALL

Nesmith

PAC.

SOU.

Bowersville

T. 7 S. R. 5 W.

T 8 S. R. 5 W.

Orrs Corner

4 3 2 1 6

To Monmouth

Clow Corner

INEZ L. FULLER
0.06 Ac.

HOWARD
4.0

29 28 27 26

DALLAS

32 33 34 35

Bowersville

T. 7 S. R. 5 W.

T 8 S. R. 5 W.

5 4 3 2

S. P. R'y.

DALLAS-KINGS VALLEY Hwy.

To Falls City
To Kings Valley

To Black Rock

8
9
10
11
17
16
15
14
HIGHWAY
DALLAS - COAST
Polk Station
20
21
22
23
29
28
27
26
DAVID PETERS
4.17 AC.
TINA LIN. PETERS
1.52 AC.
ERNEST REIMER
1.65 AC.
W. H. McDANIEL, JR.
5.15 AC.
ISAAC REIMER
4.82 AC.
ALBERT R. CADLE
3.2 AC.
LAURA M. PETERS
7.3 AC.
INEZ L. FULLER
0.06 AC.
HOWARD B. F
4.06

DRG. No. 1BC 2

5

4

To Perrydale →

3

2

← To Valley Junction

SMITHFIELD

8

9

10

11

17

16

15

14

HIGHWAY

COAST

Ross Simpson
7.65 Ac.

DAVID PETERS
4.17 Ac.

Tina Lin Jay Peters
1.52 Ac.

Ernest Reimer
1.65 Ac.

REIMER

Polk Station

AL LOUCKS
250 W. WASHINGTON
SALEM, OREGON

RECEIVED
APR 18 1955
FOR FILING

COMMITTEES:
CHAIRMAN: LOCAL GOVERNMENT
MEMBER: STATE AND FEDERAL AFFAIRS
ALCOHOLIC CONTROL

STATE OF OREGON
HALL OF REPRESENTATIVES
SALEM

April 14, 1955

Mr. R. H. Baldock
Highway Department
Salem, Oregon

NOTED
State Highway Engineer

Dear Sam:

Joe Harland has been working hard on the attached. I have no idea how much property is represented by the signatures, but I thought you might like to check, and if you do, please let me know.

Yours very truly,

Al Loucks

AL:W
Encl.

RECEIVED
APR 16 1955
OFFICE OF
STATE HIGHWAY ENGINEER

AL LOUCKS
230 W. WASHINGTON
SALEM, OREGON

RECEIVED
APR 18 1955
FOR FILING

CHAIRMAN: COMMITTEES:
MEMBER: LOCAL GOVERNMENT
STATE AND FEDERAL AFFAIRS
ALCOHOLIC CONTROL

STATE OF OREGON
HALL OF REPRESENTATIVES
SALEM

4648

April 14, 1955

Mr. R. H. Baldock
Highway Department
Salem, Oregon

NOTED
State Highway Engineer

Dear Sam:

Joe Harland has been working hard on the attached. I have no idea how much property is represented by the signatures, but I thought you might like to check, and if you do, please let me know.

Yours very truly,

Al Loucks

AL:W
Encl.

RECEIVED
APR 15 1955
OFFICE OF
STATE HIGHWAY ENGINEER

March 26, 1955

To Whom It May Concern:

We the undersigned property owners wish to express our opposition to the proposed highway from Rickreall to Dolph Corner for the following reasons:

1. Traffic poll shows that of the 3800 cars daily through North Dallas, only 800 cars travel the Dolph Corner area.

2. The proposed route is not justified because of cost of construction and damage to valuable farm land. Damage is reflected not only in the value of land itself, but in destruction of the tile drainage systems of the area; and in the cutting up of easily farmed rectangular fields into difficult triangles.

3. An additional intersection at Rickreall would increase the hazard the Highway Commission acknowledges already exists there.

4. The distance saved by the proposed road is so small it would not be conducive to long range planning of the Salem area-Coast traffic problem.

As alternate plans to the proposed Rickreall-Dolph Corner road we would like to offer:

Improvement of the present Salem-Dallas Highway. We believe this road is definitely in need of improvement because of heavy traffic indicated in recent surveys. Improvement of Rickreall-Dallas section of the highway would eliminate any necessity of a parallel road.

We offer as a secondary proposal, if the Highway Commission considers a new road a necessity: A new road from the Golf Course Corner directly along Basket Slough to Dolph Corner. We believe this road would be preferred over the Rickreall-Dolph Corner route because of the distance

saved, and the elimination of traffic hazards at both Rickreall and at Derry. Also, road damage to farm property would be far less because of lower land value along the right of way, and lines already established by Basket Slough.

Signed,

T. R. Ladle
Edith E. Burch
S. Amelia Burch
Mary E. Burch
F. P. Burch
Anna Ryan
Nellie McDaniel
Elsie Monson
Howard Fleming
O. D. Peters
Jos. H. Harland

RECEIVED
APR 21 1955
FOR FILING

April 6, 1955

Oregon State Highway Commission

Gentlemen:

At the May meeting I will make a report to you about the proposed line change by-passing Sheridan and would suggest that at the same time you announce a hearing on the location to satisfy the federal law and as a matter of good public relations with those people. The hearing can be held either in Portland or in Sheridan, as you decide, and it will be necessary to meet probably half a day ahead of the scheduled meeting in order to have time to do this. I would also suggest that, in case you decide to do this, we should notify the newspaper in Sheridan so that all who want to may be heard.

Maint
Traffic
Routing
Sheridan

I would also like to report again about the location between Hickerall and Ralph Corner. Suggest that, at the time I make the report in May, we notify Joe Harland (who is, I think, the only party opposing this location) of the fact that I am making the report, so that he can be there, as well as any others who desire to put in their protest.

I would appreciate your favorable consideration of this.

Very truly yours,

H. G. Baldock
State Highway Engineer

HGBehi

RECEIVED
MAR 16 1955
FOR FILING

F-3.1 (1)
45th

FROM THE DESK OF
REPRESENTATIVE AL LOUCKS
HOUSE OF REPRESENTATIVES

NOTED
State Highway Engineer

3-12-55

Mr. Sam Baldock

Dear Sam: Thank you very much for your letter of March 10th on the Rickreall cut-off program. As soon as I have had an opportunity to analyze it carefully, I will check with you. Enjoyed your comments on the Barrington report.

AL

RECEIVED
MAR 11 1955
FOR FILING

March 10, 1955

Honorable Al Loucks
Hall of Representatives
State Capitol
Salem, Oregon

Dear Mr. Loucks:

I have had an investigation made of the matter proposed to you by Joe Harland which is the subject of your letter of February 9. Mr. Harland suggests that a further alternate be considered; namely, one following the Salem-Dallas road to a point known as Oak Villa junction and from there directly to Dolph Corner.

In order to show the effect of this proposal with respect to the other routes investigated, please refer to the attached map. The green line (or the Baskett Slough line) between points A and C would cost $885,000. The blue line (known as the Rickreall line) between points A, B and C would cost $886,500. The black line between points A, E, B, and C (known as the Oak Villa line) would cost $1,138,500. The blue line overlaps the present road, or red line, between points B and C, or between Rickreall and Oak Knoll. The black line overlaps the present road, shown by the red line between Oak Villa, near point E, and Oak Knoll, point C. In comparison of the advantages between the green line and the blue line, it must be remembered that by building the blue line a great deal of benefit will accrue to the traffic between Rickreall and Oak Knoll, which traffic is far greater than the traffic would be on the green line; therefore, in equity, it would be necessary to add to the cost of the green line the cost of the improvement of the present road between Rickreall and Oak Knoll, or between points B and C, which is $411,500. Therefore, as I have explained to you before, instead of actually costing $885,000 for the green line, it would be necessary to add $411,500, representing the cost to build the Rickreall-Oak Knoll line, which would be necessary regardless of the building of the green line. This would make the comparative cost $1,296,500, indicating that, in serving the same traffic, the blue line could be built at a cost of $410,000 less.

While the green line is .47 mile shorter than the blue line, based on this analysis the benefit quotient for the Rickreall, or blue, line is 6.9 in comparison to the Baskett Slough, or green, line which has a benefit quotient of 5.26. This shows quite clearly that the blue line would create the greatest benefits to the greatest number of people. When the green line and the blue line are compared to the black line, it is necessary to add to the green line and the blue line the cost of

improving the road between points E and B, amounting to $250,000. This would increase the cost of the green line to $1,546,500 and of the blue line to $1,136,500, in comparison with the black line of $1,138,500. The black line is 1.2 miles longer than the blue line and 1.67 miles longer than the green line. The benefit quotient on the basis of these expenditures would be 4.01 for the black line, 4.72 for the blue line, and 4.07 for the green line.

There is a further advantage to the building of the blue line between points A and B, 4.45 miles, in that major benefits at minimum cost could be gained by the building of this section, costing $475,000. It is readily apparent that the blue line, or so-called Rickreall line, represents the best solution for this problem.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

RHB:hi lg

RECEIVED
MAR 11 1955
FOR FILING
Coast
F W
Salem-Junction

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 10, 1955

Honorable Al Loucks
Hall of Representatives
State Capitol
Salem, Oregon

Dear Mr. Loucks:

I have had an investigation made of the matter proposed to you by Joe Harland which is the subject of your letter of February 9. Mr. Harland suggests that a further alternate be considered; namely, one following the Salem-Dallas road to a point known as Oak Villa junction and from there directly to Dolph Corner.

In order to show the effect of this proposal with respect to the other routes investigated, please refer to the attached map. The green line (or the Baskett Slough line) between points A and C would cost $885,000. The blue line (known as the Rickreall line) between points A, B and C would cost $886,500. The black line between points A, E, B, and C (known as the Oak Villa line) would cost $1,138,500. The blue line overlaps the present road, or red line, between points B and C, or between Rickreall and Oak Knoll. The black line overlaps the present road, shown by the red line between Oak Villa, near point E, and Oak Knoll, point C. In comparison of the advantages between the green line and the blue line, it must be remembered that by building the blue line a great deal of benefit will accrue to the traffic between Rickreall and Oak Knoll, which traffic is far greater than the traffic would be on the green line; therefore, in equity, it would be necessary to add to the cost of the green line the cost of the improvement of the present road between Rickreall and Oak Knoll, or between points B and C, which is $411,500. Therefore, as I have explained to you before, instead of actually costing $885,000 for the green line, it would be necessary to add $411,500, representing the cost to build the Rickreall-Oak Knoll line, which would be necessary regardless of the building of the green line. This would make the comparative cost $1,296,500, indicating that, in serving the same traffic, the blue line could be built at a cost of $410,000 less.

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There is a further advantage to the building of the blue line between points A and B, 4.45 miles, in that major benefits at minimum cost could be gained by the building of this section, costing $475,000. It is readily apparent that the blue line, or so-called Rickreall line, represents the best solution for this problem.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

Present and Proposed Routes, Willamina-Salem Highway
Dolph Corner-Oak Knoll Golf Course

RECEIVED
MAR 9 1956
FOR FILING
W. C. WILLIAMS
DEPUTY

Section	Length of Construction Miles	Travel Distance Savings Miles	Construction Cost	R/W Cost	Total Cost	Annual Cost	Annual Benefit	Benefit Quotient
Present Hwy.	10.51							
A-C	7.39		$ 661,000	$129,000	$ 790,000	$	$	$
A-B	4.45		400,000	75,000	475,000			
A-E	3.13		426,000	51,000	477,000			
D-E	1.65		90,500	16,500	107,000			
E-B	2.52		190,000	60,000	250,000			
B-C	3.41		350,500	61,000	411,500			
A-C plus D-C	14.97	3.12	1,292,000	266,500	1,558,500	109,548	340,685	3.11
A-B plus D-C	12.03	2.65	1,031,000	212,500	1,243,500	91,254	284,583	3.12
A-E plus D-C	10.71	1.45	1,057,000	188,500	1,245,500	88,828	209,637	2.36

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

Present and Proposed Routes, Willamina-Salem Highway
Dolph Corner-Oak Knoll Golf Course

Section	Length of Construction Miles	Travel Distance Savings Miles	Construction Cost	R/W Cost	Total Cost	Annual Cost	Annual Benefit	Benefit Quotient
Present Hwy.	10.51							
A-C	7.39		$ 661,000	$129,000	$ 790,000	$	$	$
A-B	4.45		400,000	75,000	475,000			
A-E	3.13		426,000	51,000	477,000			
D-E	1.65		90,500	16,500	107,000			
E-B	2.52		190,000	60,000	250,000			
B-C	3.41		350,500	61,000	411,500			
A-C plus D-C	14.97	3.12	1,292,000	266,500	1,558,500	109,548	340,685	3.11
A-B plus D-C	12.03	2.65	1,031,000	212,500	1,243,500	91,254	284,583	3.12
A-E plus D-C	10.71	1.45	1,057,000	188,500	1,245,500	88,828	209,637	2.36

AL LOUCKS
280 W. WASHINGTON
SALEM, OREGON

CHAIRMAN: [illegible] COMMITTEES:
MEMBER: LOCAL GOVERNMENT
STATE AND FEDERAL AFFAIRS
ALCOHOLIC CONTROL

STATE OF OREGON
HALL OF REPRESENTATIVES
SALEM

February 9, 1955

W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Highway Building
Salem, Oregon

Dear Sam:

With reference again to your letter of February 3rd, I have had the opportunity of talking to Joe Harland about said letter and the proposed changes in secondary highway No. 22.

Joe still feels that the improvement of the Rickreall line from the golf course to Dallas should be effected; that the new road should be from the intersection of this highway and a point approximately at what is called the Oak Villa corner, to Dolph Corner.

Have you an idea of the estimated costs of this improvement and the estimated saving in miles--somewhere, I presume, about 1.5 miles.

I know that your time is limited but I was wondering whether or not, within the next several days, you would have an opportunity to let me have a rough appraisal of the above suggestion.

Yours very truly,

Al Loucks

AL:W

REFERRED TO
Williams.
State Highway Engineer
Please give me a report.

AL LOUCKS
[redacted] WASHINGTON
SALEM, OREGON

RECEIVED
FEB 9 1955
FOR FILING

Const
R/W
Salem-Salt

STATE OF OREGON
HALL OF REPRESENTATIVES
SALEM

CHAIRMAN: [redacted]
MEMBER: LOCAL GOVERNMENT
STATE AND FEDERAL AFFAIRS
ALCOHOLIC CONTROL

February 7, 1955

Mr. R. H. Baldock
Highway Building
Salem, Oregon

Dear Sam:

Thank you for your letter of February 3rd with enclosures. I am studying the letter and the maps and will get in touch with you shortly.

Yours very truly,

Al Loucks

AL:W

RECEIVED

AL LOUCKS
250 W. WASHINGTON
SALEM, OREGON

RECEIVED
FOR FILING

STATE OF OREGON
HALL OF REPRESENTATIVES
SALEM

CHAIRMAN: LOCAL GOVERNMENT
MEMBER: STATE AND FEDERAL AFFAIRS
ALCOHOLIC CONTROL

February 7, 1955

Mr. R. H. Baldock
Highway Building
Salem, Oregon

Dear Sam:

Thank you for your letter of February 3rd with enclosures. I am studying the letter and the maps and will get in touch with you shortly.

Yours very truly,

Al Loucks

AL:W

RECEIVED

RECEIVED
FEB 4 1955
FOR FILING

February 3, 1955

Honorable Al Loucks
Hall of Representatives
State Capitol
Salem, Oregon

Dear Mr. Loucks:

Pursuant to your request, I am giving you information with reference to the various lines in the relocation of ORE22 between Oak Knoll and Dolph Corner. This report covers three lines: the north line, or the Baskett Slough line; the south line, or the Rickreall line; and the middle line.

The north line, or Baskett Slough route, is 7.39 miles between common points; that is, Dolph Corner and Oak Knoll, point A to point C. The cost of this line is $885,000, including a proposed grade separation structure over the Southern Pacific railroad. The Rickreall line is 7.86 miles long, and the cost, including a proposed separation of the Southern Pacific railroad, is $886,500. There are presently 3,800 motor vehicles daily between Rickreall and Oak Knoll and, of this number, 800 are destined for Dolph Corner. In consequence, if the Baskett Slough route were built there would still be 3,000 vehicles between Oak Knoll and Rickreall, and it would soon be necessary to reconstruct this road to take care of this amount of traffic, the cost of which is $411,500. Therefore, when the $411,500 is added to the cost of the Baskett Slough line, or $885,000, the cost resulting by the adoption of the Baskett Slough line will total $1,296,500, or $410,000 more than if the Rickreall line were built.

We have also made studies of a third line, or the middle route, a distance of 7.43 miles, involving the spur connection D - E to Dallas, at a cost of $1,020,000, including a grade separation with the Southern Pacific railroad. The building of the middle line would eliminate the necessity for the reconstruction of the Rickreall-Dolph Corner Section, but inasmuch as people live along this line it would still be necessary to maintain it for the few that would be left.

These studies indicate rather conclusively that the Rickreall line is the best of the three. Immediate and positive benefits can be secured by the building of the Dolph Corner-Rickreall Section at a cost of $475,000, and the improvement of the Rickreall-Oak Knoll Section can be deferred for a few years. The total value of the farm land along the Baskett Slough route is greater than the farm land on the Rickreall line.

The benefit quotient, or the ratio between the annual benefits and the annual cost for the Rickreall line is 6.92; for the Baskett Slough line, 5.26. The building of the Rickreall line will save $410,000 over the building of the Baskett Slough line and $133,500 over the building of the middle route. The building of the middle route would place another highway entirely too close to the present Rickreall-Oak Knoll line and would necessitate maintenance of the latter section indefinitely.

The entire problem has been studied by the Highway Department for the past several years, and it is our thinking that the greatest good will accrue to the greatest number of people for the least money by constructing the Rickreall route and the building of the Rickreall-Dolph Corner Section at this time. The improvement of the present line between Rickreall and Oak Knoll can be made a few years later. The building of the Rickreall-Dolph Corner Section will save 2.65 miles over the present route between Oak Knoll and Dolph Corner via North Dallas for the 800 cars per day of present traffic.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

Enclosure

RECEIVED
FOR FILING
F-5237(1)
PAUL L. PATTERSON
GOVERNOR
1268

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

January 10, 1955

Mr. R. H. Baldock
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Baldock:

I have your report on the Rickreall-Basket Slough Roads.

The question now presents itself to me as what to do in order to get this matter before the people over there and to explain the situation to them in the first place, and in the second place, give them an opportunity to air their own feelings about it. I think for us to just go ahead with the designation would not be wise, in view of the fact that the people there have expressed both pro and con ideas and, certainly, should be given some opportunity to present them before the decision is made.

Very truly yours,

Paul Patterson

Governor

PP:ps

RECEIVED
JAN 13 1955
Office Of
STATE HIGHWAY ENGINEER

RECEIVED
JAN 10 1955
FOR FILING

January 7, 1955

Honorable Paul L. Patterson
Governor of Oregon
Salem, Oregon

Dear Governor Patterson:

I discussed the proposed relocation of OR22 between Dolph Corner and Rickreall with you some time ago. Since then, we have reviewed the costs of both construction and rights of way on the two lines, as disclosed on the attached map between points A and C, the southern route passing through Rickreall and the northern route along Baskett Slough, both routes running from Dolph Corner to Oak Knoll.

The traffic studies indicate that there are presently 3,800 cars between Rickreall and Oak Knoll, of which only 800 cars would use the new route along Baskett Slough between A and C, if built. With a normal increase in traffic, it would be necessary to improve the Rickreall-Oak Knoll Section and eventually to put in a grade-separation crossing at the railroad. This would have to be done even though the Baskett Slough line were built; therefore, in arriving at a comparison, it is necessary to add to the cost of the Baskett Slough line the cost of improvement between Rickreall and Oak Knoll.

The major benefit at minimum cost can be obtained by building the line between A and B, 4.45 miles in length and costing $475,000. Under such condition it would be possible to defer the building of the Rickreall-Oak Knoll Section for some time. The construction of the Baskett Slough line between points A and C would necessitate the building of 7.39 miles, costing $885,000. It would, likewise, be possible to defer the widening and straightening of the Rickreall-Oak Knoll Section for some time; therefore, the immediate saving would be $410,000 and the final saving would be a like amount by the choice of the line through Rickreall.

The value of the farm land taken along the Baskett Slough route is far more than the value of the land on the Rickreall route, because of the longer distance. From such information as I can gather, nearly all the people in this vicinity strongly favor the Rickreall route.

I feel that the Baskett Slough line would be an extravagance, as it would parallel the line between Rickreall and Oak Knoll and serve a rather minor increment of traffic at a saving of only one-half mile over the Rickreall

line. The benefit quotient (or the ratio between annual benefits and annual costs) for the Rickreall line is 6.92; for the Baskett Slough line, 5.26. The cost of building the line from A to B to C, or from Dolph Corner to Oak Knoll via Rickreall, is $886,500. The cost of building the Baskett Slough line and the Rickreall-Oak Knoll line is $1,296,500. Separation of railroad and highway grades is proposed on both lines.

It is my considered opinion that the Rickreall line is to be preferred. It will require $410,000 less expenditure to get both the immediate and the final benefits and will serve better the interests of the greater number of people.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
Attach. (map)

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
March 1955

ENGINEERING AND ECONOMIC CONSIDERATIONS INVOLVED IN THE REALIGNMENT OF THE WILLAMINA-SALEM HIGHWAY FROM DOLPH CORNER TO THE OAK KNOLL GOLF COURSE

Case 1

The realignment of the Willamina-Salem Highway from Dolph Corner to Oak Knoll Golf Course and improvement of the present Dallas-Salem Highway from the junction with the Dolph Corner Dallas Highway in Dallas to Oak Knoll Golf Course

It is estimated that 800 vehicles per day will be diverted to the new line. Subtracting these 800 vehicles from the present average daily traffic volumes on the highway between Dallas and Oak Knoll Golf Course, there remains 2,900 vehicles per day between the junction with the Dolph Corner-Dallas Highway in Dallas and Oak Villa, 2,800 vehicles per day between Oak Villa and Rickreall, and 3,000 vehicles per day between Rickreall and Oak Knoll Golf Course.

Projecting this traffic ahead, it is estimated that the average daily traffic for the next 30 years will be 1,400 vehicles per day between Dolph Corner and Oak Knoll Golf Course, 5,100 vehicles per day between the junction with the Dolph Corner-Dallas Highway in Dallas and Oak Villa, 4,900 vehicles per day between Oak Villa and Rickreall, and 5,300 vehicles per day between Rickreall and Oak Knoll Golf Course.

This improvement calls for the expenditure of $1,653,500 for right of way and construction of 7.39 miles of new alignment from Dolph Corner to Oak Knoll Golf Course, and 7.58 miles of improvement over the present highway from the junction with the Dolph Corner-Dallas Highway in Dallas to the Oak Knoll Golf Course. The estimated annual cost of construction, maintenance, et cetera, is $94,843.

This improvement has a distance savings of 3.12 miles between Dolph Corner and Oak Knoll Golf Course, and the distance savings on the improvement of the present highway from the junction with the Dolph Corner-Dallas Highway in Dallas to Oak Knoll Golf Course is negligible. The reduction in distance and improvement of alignment of this construction results in both a mileage-element savings and a time-element savings benefit. The total user benefit for this improvement is $385,563.

The ratio of the user benefits to the total annual costs indicates that for every dollar spent on this project, the road user will receive $4.07 in benefits.

Length of new construction		14.97 miles
Savings in travel distance		3.12 miles
Reduction in Curvature		619 degrees
Reduction in rise and fall		610 feet
Estimated Cost of Construction	$1,653,500	
Estimated Annual Cost of Construction, Maintenance, Etc.	$ 94,843	
Estimated Annual Value of Benefits to Users	$ 385,563	
Dollars of Annual Benefits for Each Dollar of Annual Cost		$4.07

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
March 1955

ECONOMIC AND ENGINEERING CONSIDERATIONS INVOLVED IN THE REALIGNMENT OF THE WILLAMINA-SALEM HIGHWAY FROM DOLPH CORNER TO THE OAK KNOLL GOLF COURSE

Case 2

The realignment of the Willamina-Salem Highway from Dolph Corner to Rickreall, and improvement of the present Dallas-Salem Highway from the junction with the Dolph Corner-Dallas Highway in Dallas to Oak Knoll Golf Course

It is estimated that 800 vehicles per day will be diverted to the new line. Subtracting these 800 vehicles from the present average daily traffic volumes on the highway between Dallas and Rickreall there remains 2,900 vehicles per day between the junction with the Dolph Corner-Dallas Highway in Dallas and Oak Villa, and 2,800 vehicles per day between Oak Villa and Rickreall. The present average daily traffic between Rickreall and Oak Knoll Golf Course is 3,800 vehicles per day.

Projecting this traffic ahead it is estimated that the average daily traffic for the next 30 years will be 1,400 vehicles per day between Dolph Corner and Rickreall, 5,100 vehicles per day between the junction with the Dolph Corner-Dallas Highway in Dallas and Oak Villa, 4,900 vehicles per day between Oak Villa and Rickreall, and 6,700 vehicles per day between Rickreall and Oak Knoll Golf Course.

This improvement calls for the expenditure of $1,243,500 for right of way and construction of 4.45 miles of new alignment from Dolph Corner to Rickreall, and 7.58 miles of improvement over the present highway from the junction with the Dolph Corner-Dallas Highway in Dallas to the Oak Knoll Golf Course. The estimated annual cost of construction, maintenance, et cetera is $71,580.

This improvement has a distance savings of 2.65 miles between Dolph Corner and Rickreall, and the distance savings on the improvement of the present highway from the junction with Dolph Corner-Dallas Highway in Dallas to the Oak Knoll Golf Course is negligible. The reduction in distance and improvement of alignment of this construction results in both a mileage-element savings and a time-element savings benefit. The total user benefits for this improvement is $337,638.

The ratio of the user benefits to the total annual costs indicates that for every dollar spent on this project the road user will receive $4.72 in benefits.

Length of new construction	12.03	miles
Savings in travel distance	2.65	miles
Reduction in curvature	662	degrees
Reduction in rise and fall	670	feet
Estimated Cost of Construction	$1,243,500	
Estimated Annual Cost of Construction, Maintenance, Etc.	$ 71,580	
Estimated Annual Value of Benefits to Users	$ 337,638	
Dollars of Annual Benefits for Each Dollar of Annual Cost		$4.72

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
March 1955

ENGINEERING AND ECONOMIC CONSIDERATIONS INVOLVED IN THE REALIGNMENT OF THE WILLAMINA-SALEM HIGHWAY FROM DOLPH CORNER TO THE OAK KNOLL GOLF COURSE

Case 3

The realignment of the Willamina-Salem Highway from Dolph Corner to Oak Villa and improvement of the present Dallas-Salem Highway from the junction with the Dolph Corner-Dallas Highway in Dallas to Oak Knoll Golf Course

It is estimated that 800 vehicles per day will be diverted to the new line. Subtracting these 800 vehicles from the present average daily traffic volumes on the highway between Dallas and Oak Villa, there remains 2,900 vehicles per day between the junction with the Dolph Corner-Dallas Highway in Dallas and Oak Villa. The present average daily traffic between Oak Villa and Oak Knoll Golf Course is, 3,600 vehicles per day between Oak Villa and Rickreall, and 3,800 vehicles per day between Rickreall and Oak Knoll Golf Course.

Projecting this traffic ahead, it is estimated that the average daily traffic for the next 30 years will be 1,400 vehicles per day between Dolph Corner and Oak Villa, 5,100 vehicles per day between the junction with the Dolph Corner-Dallas Highway in Dallas and Oak Villa, 6,300 vehicles per day between Oak Villa and Rickreall, and 6,700 vehicles per day between Rickreall and Oak Knoll Golf Course.

This improvement calls for the expenditure of $1,245,500 for right of way and construction of 3.13 miles of new alignment from Dolph Corner to Oak Villa, and 7.58 miles of improvement of the present highway from the junction with the Dolph Corner-Dallas Highway in Dallas to the Oak Knoll Golf Course. The estimated annual cost of construction, maintenance, et cetera is $70,728.

This improvement has a distance savings of 1.45 miles between Dolph Corner and Oak Villa, and the distance savings on the improvement of the present highway from the junction with the Dolph Corner-Dallas Highway in Dallas to Oak Knoll Golf Course is negligible. The reduction in distance and improvement of alignment of this construction results in both a mileage-element savings and a time-element savings benefit. The total user benefit for this improvement is $283,553.

The ratio of the user benefits to the total annual costs indicates that for every dollar spent on this project the road user will receive $4.01 in benefits.

Length of new construction	10.71	miles
Savings in travel distance	1.45	miles
Reduction in curvature	553	degrees
Reduction in rise and fall	710	feet
Estimated Cost of Construction	$1,245,500	
Estimated Annual Cost of Construction, Maintenance, Etc.	$ 70,728	
Estimated Annual Value of Benefits to Users	$ 283,553	
Dollars of Annual Benefits for Each Dollar of Annual Cost		$4.01

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

Present and Proposed Routes, Willamina-Salem Highway
Dolph Corner-Oak Knoll Golf Course

Section	Length of Construction Miles	Travel Distance Savings Miles	Construction Cost	R/W Cost	Total Cost	Annual Cost	Annual Benefit	Benefit Quotient
Present Hwy.	10.51							
A-C	7.39		$ 756,000	$ 129,000	$ 885,000	$	$	$
A-B	4.45		400,000	75,000	475,000			
A-E	3.13		426,000	51,000	477,000			
D-E	1.65		90,500	16,500	107,000			
E-B	2.52		190,000	60,000	250,000			
B-C	3.41		350,500	61,000	411,500			
A-C plus D-C	14.97	3.12	1,387,000	266,500	1,653,500	94,843	385,563	4.07
A-B plus D-C	12.03	2.65	1,031,000	212,500	1,243,500	71,580	337,638	4.72
A-E plus D-C	10.71	1.45	1,057,000	188,500	1,245,500	70,728	283,553	4.01

OREGON STATE HIGHWAY DEPARTMENT

TRAFFIC ENGINEERING DIVISION

SKETCH MAP

PROPOSED IMPROVEMENTS
ORE22 - WILLAMINA - SALEM HIGHWAY
DOLPH CORNER - OAK KNOLL

FEBRUARY, 1955

OREGON STATE HIGHWAY DEPARTMENT

TRAFFIC ENGINEERING DIVISION

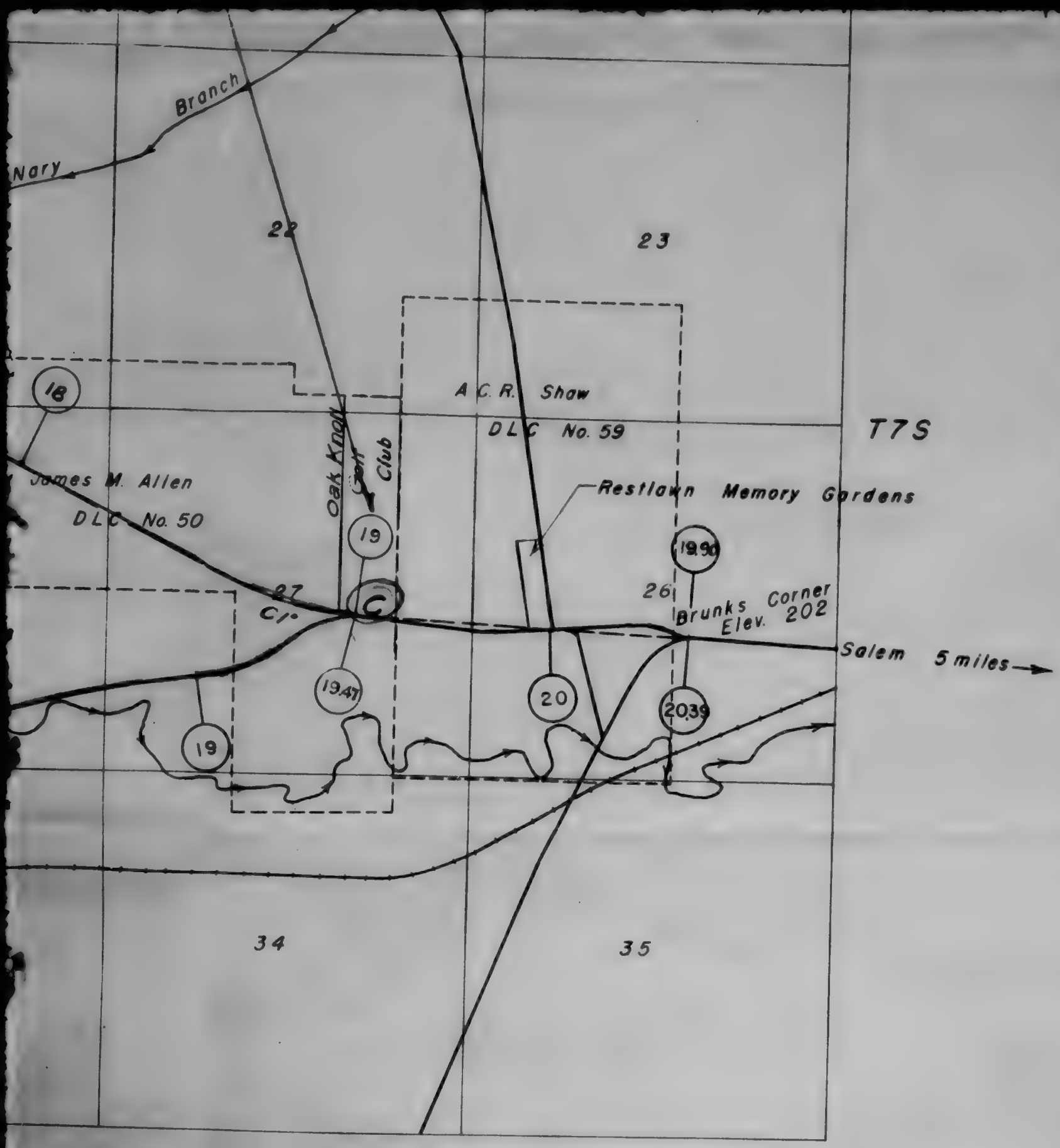
SKETCH MAP

PROPOSED IMPROVEMENTS

ORE22 - WILLAMINA - SALEM HIGHWAY

DOLPH CORNER - OAK KNOLL

FEBRUARY, 1955



Scale Five Inch = 5000 feet Dec. 1923

CORNER TO BRUNKS CORNER

Salem Highway No. 99

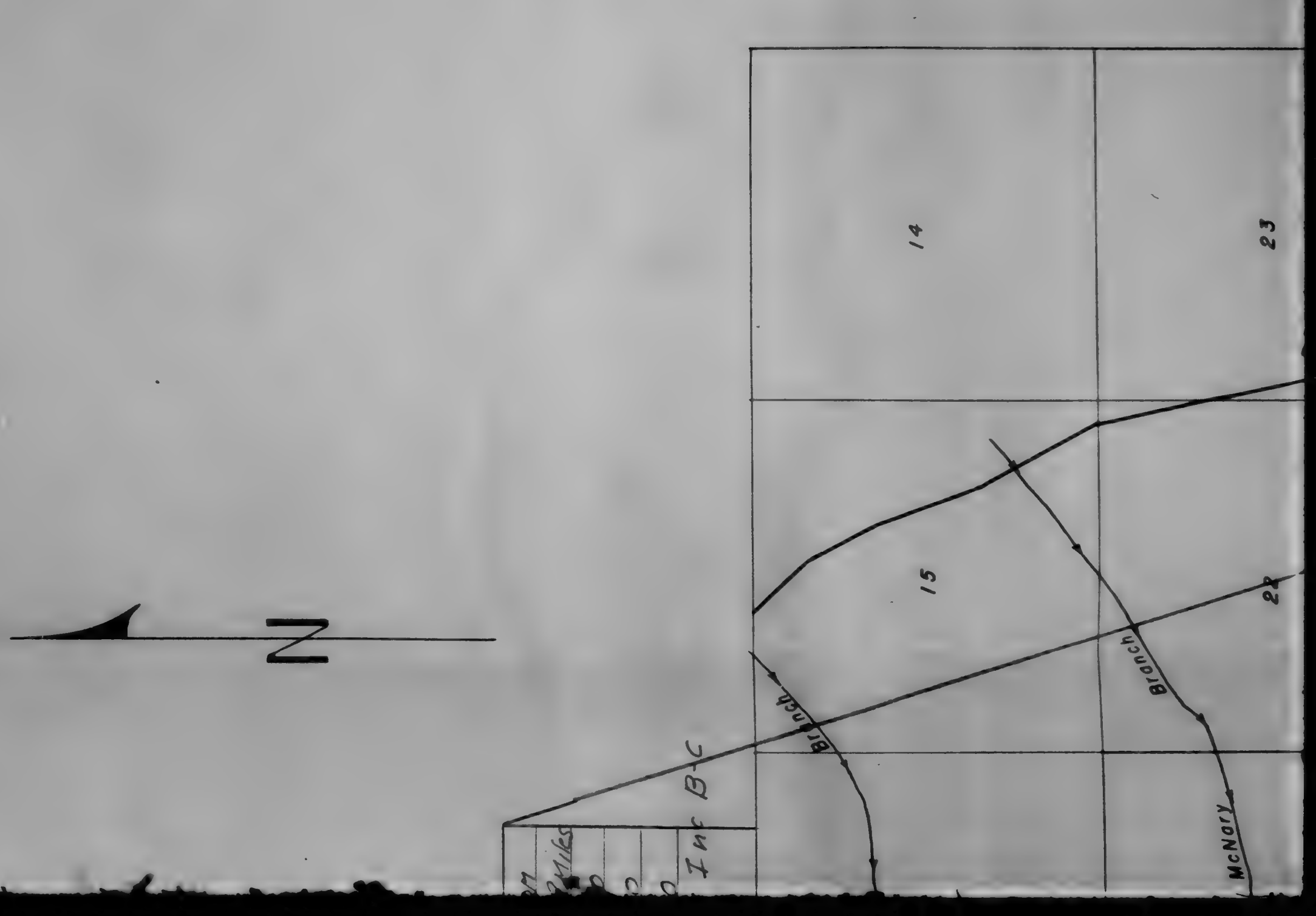
SPRR - Grade Separation at Derry.

Dolph Cor - Rickreall	4.45 Miles	
Construction Cost	400,000	Unit 1
Right of way "	75,000	
Total "	475,000	
Rickreall - Oak Knoll	3.41 Miles	SPRR Grade Separation
Construction Cost	361,500	Unit 2
Right of way "	50,000	
Total "	411,500	
Grand Total	886,500	7.86 Miles
B/Q	6.92	

Scale: 1 inch = 5000 feet

DOLPH CORNER TO B

Reconnaissance Line HI



ON STATE | HIGHWAY DEPARTMENT

RECONNAISSANCE LINE

NDARY HIGHWAY NUMBER 22

ORNER TO BRUNKS CORNER

POLK COUNTY

W

= 2000 feet

December 1953

B. O. Johnson
Loc. Engr.

• House or Farm

North Line

xing at Grade	
onstruction	7.39 Miles
	661,000
	129,000
	790,000

Estimate with S.P.R.R Grade Separation	
Line A-C New Construction	7.39 Miles
Construction Cost	756,000
Right of way	129,000
Total	885,000

B/Q

5.26 In B-C

Rickreall Line

Grade at Derry	
	7.86 Miles
t	603,500
	110,000
	713,500

SPRR Grade Separation at Derry.	
Line A-B-C	7.86 Miles
Construction Cost	761,500
Right of way "	125,000
Total	886,500

n existing Hwy. Dolph Cor - North Dallas - Rickreall - Oak Knoll 10.51 Miles

Saving in Dist. 2.65 "

SPRR-
Dolph
Const.
Right
Total
Rickre
Const.
Right
Total

Creek

Polk Sta.

Pacific R.R.

Southern

Located

13

14

HARRISON BRUNK
D.L.C. No. 60

24

Joseph H. Harland

Line

Dolph Cor. - Rickreall 4.45 Miles

15

25

3

Existing Salem Dallas Highway No. 22

North Dallas - Rickreall 4.17 Miles

Rickreall Creek

36

Pacific

Southern

Monmouth
5 miles

R 5 W

SPRR X'ing at Grade at Derry

	Dolph Cor. - Rickreall	4.45 Miles
Unit 1	Construction Cost	400,000
	Right of way "	75000
	Total	475,000
SPRR Grade X'ing	Rickreall - Oak Knoll	3.41 Miles
Unit 2	Construction Cost	203,500
	Right of way "	35,000
	Total "	238,500
	Grand Total	713,500

SPRR X'ing at Grade
Line A-B-C
Construction Cost
Right of way
Total Cost
Total Distance on exist

OREGO

R

SECON

DOLPH CO

T7S R4&5 W

Scale: 1 inch =

Estimate with SPRR

Line A-C New C

Construction Cost

Right of way "

Total "

Constructed
Valley Junction 16 miles Line

11.61

A

Dolph Corner
Elev. 222.5
623+50

12

12

Elev. 203 Summit

13

C1°

County R

Located

13

Polk Sta.

Creek

Salt

Pacific R.R.

Southern

Creek

Salt

Pacific R.R.

Southern

Abandoned

North Dallas

North Dallas-Polk 2.93 Miles

Polk Sta.

Located

C1°

13

13

Existing

North Dallas

Rickreall

DALLAS

Southern

R 5 W

	SPRR Xing at Grade	
Unit 1	Dolph Cor. - Rickreall	
	Construction Cost	
	Right of way "	
	Total	
SPRR Grade Xing Unit 2	Rickreall - Oak Knoll	
	Construction Cost	2
	Right of way "	
	Total "	2
	Grand Total	

an. 1955

Unit 1

SPRR Grade Xing
Unit 2

Jan. 1955

ROAD PROFILE

Recommended

Scale: 1 inch = 1 mile

Reconnaissance Line Highway No. 55

DOLPH CORNER TO BRUNKS CORNER

Scale: 1 inch = 5000 feet Dec. 1923

North Dallas-Dolph 2.93 Miles

North Dallas

Abandoned

Southern Pacific R. R.

Salt Creek

Dolph Elev. 623+50

Corner 222.5

A

Line 16 miles Constructed Valley Junction

(11)

(21)

(12)

FORM ED0—0040—4-54—74000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10, 1954

SUBJECT: Revised Report
Economic Analysis

To:

Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

Attached hereto is a revised report on the Economic Analysis of the Dolph Corner-Oak Knoll Section of the Willamina-Salem Highway.

Cost estimates were revised on the A-C line, therefore, this report supersedes all previous reports on this section.

F. B. Crandall
Traffic Engineer

Attachment
GLS:mp
cc: H. G. Smith (Attachment)

RECEIVED
SEP 10 1954
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
September 1954

ENGINEERING AND ECONOMIC CONSIDERATIONS INVOLVED IN THE REALIGNMENT OF THE WILLAMINA-SALEM HIGHWAY FROM DOLPH CORNER TO OAK KNOLL GOLF COURSE

Case I

The realignment and improvement of the Willamina-Salem Highway from Dolph Corner to Oak Knoll Golf Course via Rickreall.

It is estimated that 800 vehicles per day will be diverted to the new section between Dolph Corner and Rickreall. The present average daily traffic between Rickreall and Oak Knoll Golf Course is 3,800 vehicles per day. Projecting this traffic ahead, it is estimated that the average daily traffic for the next 30 years will be 1,400 vehicles per day on the section between Dolph Corner and Rickreall, and 6,700 vehicles per day on the section between Rickreall and Oak Knoll Golf Course.

This improvement calls for the expenditure of $708,500 for right of way and construction of 4.45 miles of new alignment between Dolph Corner and Rickreall, and 3.41 miles of improvement of the present highway between Rickreall and Oak Knoll Golf Course.

This improvement has a savings of 2.57 miles over the present alignment. The estimated annual cost of construction, maintenance, et cetera, is $35,354.

The reduction in distance and improvement of alignment for this construction results in both a mileage-element savings and a time-element savings benefit. The total user benefit for this improvement is $308,934.

The ratio of user benefits to the annual costs indicates that for every dollar spent on this improvement, the road user will receive $8.74 in benefits.

Length of New Construction	7.86 miles
Savings in Travel Distance	2.57 miles
Reduction of Curvature	3,627 degrees
Reduction in Rise and Fall	882 feet
Estimated Cost of Construction	$708,500
Estimated Annual Cost, Construction, Maintenance, etc.	$ 35,354
Estimated Annual Value of Benefits to Users	$308,934
Dollars of Annual Benefits for Each Dollar of Annual Cost	$8.74

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
September 1954

The realignment of the Willamina-Salem Highway from Dolph Corner to Oak Knoll Golf Course, and improvement of the Salem-Dallas Highway from Rickreall to Oak Knoll Golf Course

Case II

It is estimated that 800 vehicles per day will be diverted to the new line. Subtracting these 800 vehicles from the present average daily traffic on the section between Rickreall and Oak Knoll Golf Course, there is a present average daily traffic of 3,000 vehicles per day on this section.

Projecting this traffic ahead, it is estimated that the average daily traffic for the next 30 years will be 1,400 vehicles per day between Dolph Corner and Oak Knoll Golf Course, and 5,300 vehicles per day on the section between Rickreall and Oak Knoll Golf Course.

This improvement calls for the expenditure of $1,003,500 for right of way and construction of 7.39 miles of new alignment from Dolph Corner to Oak Knoll Golf Course, and 3.41 miles of improvement of the present highway from Rickreall to Oak Knoll Golf Course.

This improvement has a distance savings of 3.04 miles between Dolph Corner and Oak Knoll Golf Course, and the distance change between Rickreall and Oak Knoll Golf Course is negligible.

The estimated annual cost of construction, maintenance, et cetera is $52,546.

A reduction in distance and improvement of alignment of this construction results in both a mileage element savings and a time element savings benefit. The total user benefit for this section is $356,859.

The ratio of the user benefits to the total annual cost indicates that for every dollar spent on this project, the road user will receive $6.79 in benefits.

Length of New Construction	10.80 miles
Savings in Travel Distance	3.07 miles
Reduction in Curvature	3,769 degrees
Reduction in Rise and Fall	919 feet
Estimated Cost of Construction	~~$1~~,003,500 - 1,018,500
Estimated Annual Cost, Construction, Maintenance, etc.	$ 52,546
Estimated Annual Value of Benefits to Users	$ 356,859
Dollars of Annual Benefits for Each Dollar of Annual Cost	$6.79

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
September 1954

Present and Proposed Routes, Willamina-Salem Highway
Dolph Corner-Oak Knoll Golf Course

Section	Length of Construction Miles	Travel Distance Savings Miles	Construction Cost	R/W Cost	Total Cost	Annual Cost	Annual Benefit	Benefit Quotient
A-B	4.45		$ 400,000	$ 95,000	$ 495,000	$	$	$
			361,500	50,000	411,500			
B-C	3.41		~~203,500~~	~~10,000~~	~~213,500~~			
			756,000		885,000			
A-C	7.39		661,000	129,000	790,000			
Present Hwy.	10.43							
			761,500	145,000	906,500			
A-B-C	7.86	2.57	~~603,500~~	~~105,000~~	~~708,500~~	35,354	308,934	~~8.74~~ 6.80
			1,117,500	179,000	1,296,500			
A-C-B	10.80	3.04	~~864,500~~	~~139,000~~	1,003,500	52,546	356,859	~~6.80~~ 5.30

EXCERPT FROM THE MINUTES OF THE MEETING OF THE

OREGON STATE HIGHWAY COMMISSION ON NOVEMBER 8 AND 9, 1951

"Mr. J. H. Harland headed a delegation from the Town of Rickreall, Polk County, which registered objections to the proposed plan of the State Highway Commission for construction of a new highway extending from Rickreall to a connection with the Dallas-Coast State Secondary Highway at a place known as Dolph Corner. Others in the group were: Miss Elsie Monson, Mrs. Anna Ryan, M. J. Ryan, W. M. McDaniel, Howard Fleming, A. R. Cadle and W. H. Harland. In presenting their case, Mr. Harland (J.H.) read aloud a prepared statement setting forth their objections to the proposed highway, summarized as follows: (1) the proposed highway cuts across farm property at about a 45° angle, which will make it very difficult to operate the land and will nearly double the cost of operation; (2) it will necessitate the relocation of considerable drainage ditches, private roads and utilities; (3) every low spot that is crossed by the road will cause a surplus water problem; (4) the property owners affected are long-time residents of the district and do not wish to sell their properties at any price, but, if forced to do so, will demand maximum damages. Mr. Harland offered two alternative propositions, the first being a location extending from Oak Knoll Golf Course to Dolph Corner. A road in such location, he said, will provide a better route and will satisfy more people. He also said that it will be about 7.4 miles in length and will save about 4 miles of travel over the present route, whereas, the route proposed by the Highway Commission is 4.43 miles in length and will realize a saving of only 2.67 miles. He offered, if this route is adopted, to donate one-half of a 100 foot right of way across his holdings, about a mile and a quarter in length. He also stated that other property owners will be very liberal as to the right of way across their property. He urged adoption of such a route because it is not well adapted to home sites and because it will afford traffic an unobstructed view throughout most of its length; will eliminate considerable congestion at Rickreall and will result in a tremendous improvement over the existing situation at Derry Station. As a second alternate, Mr. Harland suggested modernization of the present highway from Brunk's Corner to Dallas with a new connection to Dolph's Corner. Many people, he said, favor such routing, including quite a few from Salem. Others speaking in behalf of the alternates suggested by Mr. Harland were Mr. Cadle and Mrs. Ryan. At the request of the Acting Chairman, the Engineer explained the benefits that would be received by the public if the proposed route between Rickreall and Dolph Corner were constructed. Such savings, he said, are the highest of any in the state, and the return to the public will be $12 for each $1 expended for construction of the road. He estimated the cost to construct the road at $295,000 and the cost to acquire right of way at about $100,000, or a total cost of about $395,000. He also said that the road will pay for itself within five years. He also gave figures on traffic volume. Acting Chairman Reynolds advised that this project is not a new one, but has been considered by the State Highway Commission for a long time, even prior to World War II, and that it has been given a lot of study by the engineers. He stated that the Commission realizes that the road will cut up some of the farms through which it passes, but, he said, that is not a new problem to the State Highway Commission and it seems there is no way to avoid it. He added that the Highway Commission will give every consideration to

the objections offered at this meeting, although not much hope can be given that any changes in the plan as presently prepared will be approved. Mr. Harland again urged the Commission to give very careful consideration to the Golf Course-Dolph Corner alternate route, which, he said, will save four miles of travel (8 miles round trip) for loggers and others. He also referred to his offer to donate a portion of the right of way across his holdings, and he advised that if the Highway Commission desires to proceed in accordance with its present plan for a road between Rickreall and Dolph Corner, it will have to "pay through the nose" for the right of way. Acting Chairman Reynolds concluded the discussion by restating that the Commission will carefully consider the matter from every angle, and will decide the matter on the basis of doing the best thing for the greatest number of people.

"Mr. Harland registered a complaint in reference to a drainage problem at Basket Slough bridge on US99W, about 2½ miles north of Rickreall. He said that when this bridge was constructed in 1922, it acted as a dam, preventing the drainage of the surrounding territory and that his request for remedial measures when presented to the State Highway Department was denied, so he had to spend $500 of his own money to lower the grade under the bridge. The Engineer was instructed to look into the situation.

"Following the departure of the group, discussion of the proposed highway between Rickreall and Dolph Corner was resumed. The Engineer was instructed to present a full report on the matter during the afternoon session. (The Engineer rendered his report later in the session. The Commission then unanimously adopted the location between Rickreall and Dolph Corner. See ahead for additional entry.)"

EXCERPT FROM THE MINUTES OF THE MEETING OF THE

OREGON STATE HIGHWAY COMMISSION ON NOVEMBER 8 AND 9, 1951

"Pursuant to instructions from the Commission earlier in the session, the Engineer rendered a report on the proposed highway extending from a junction with the Salem-Dallas Highway at Rickreall northwesterly to a connection with the Dallas-Coast State Secondary Highway at a place known as Dolph Corner, objections to which location were offered by residents of Rickreall and vicinity during the morning session. Also covered by the report was the alternate route recommended by the group, which extends from Oak Knoll Golf Course on the Salem-Dallas Highway to Dolph Corner and improvement of the present highway. Briefly the Engineer stated that several years ago, a former highway commission recognized the need for improving the existing highway between Dallas and Dolph Corner and ordered investigation of several different routes, one of which was the improvement of the present route north from Dallas, which, it developed, was not economically sound. The second was the route suggested by the delegation, between Oak Knoll Golf Course and Dolph Corner, and the third was the Rickreall route. The Oak Knoll route, he said, is 7.4 miles long, will provide a saving of 3.2 miles in distance under the present route through Dallas, and is estimated to cost $719,000, whereas the proposed route from Rickreall to Dolph Corner is 4.43 miles long, provides a saving of 2.67 miles in distance, and is estimated to cost only $395,000, including construction and right of way. He pointed out that the saving in distance is only 0.53 mile and that in order to realize it, it would cost the State about $324,000 which in his estimation is not justified. He also pointed out that the route from Oak Knoll Golf Course to Dolph Corner closely parallels for a considerable distance the existing highway which still would have to be maintained. Too, the adoption of either route would require purchase of farm property, the value of which along the Oak Knoll route probably would be somewhat less than along the other, because it is low ground, although any benefit that might be realized by reason of the lower unit cost of the land would be offset by the need to purchase considerably more right of way than along the Rickreall route. The Engineer also mentioned that considerable of the coastbound traffic, which originates along US99W south of Rickreall will be affected were the Commission to adopt the Oak Knoll-Dolph Corner route. He pointed out the benefits that would accrue in connection with each of the routes, and advised that such benefits are vastly in favor of the route from Rickreall to Dolph Corner, which route will pay for itself in about two and one half years. The logical route and the best route, as determined by economic analysis, he said, is the one which connects with the Salem-Dallas Highway at Rickreall and he recommended adoption of such route by the Commission. After careful consideration of the report, motion was made by Commissioner McIver that the route of this proposed highway as surveyed, and as recommended by the Engineer, between Rickreall and Dolph Corner, be adopted by the Commission as a permanent route of this highway. The motion was seconded by Acting Chairman Reynolds, who declared it carried by unanimous vote. The attached resolution relative thereto, marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission unanimously. The Right of Way Engineer was authorized by the Commission to proceed immediately with negotiations to acquire the right of way along the line of the adopted survey."

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 20, 1954

SUBJECT: Dolph Corner, Rickreall Section
Willamina-Salem Highway
Polk County

To: Mr. Harry Benson
Right of Way Supervisor
O F F I C E

Dear Mr. Benson:

Attached you will find 13 revised and one new option form in quintuplicate covering right of way to be acquired in connection with the Dolph Corner-Rickreall Section of the Willamina-Salem Highway in Polk County. We are also forwarding to you two prints of Map No. 7B-28-19, covering this section, bearing our date of 8-29-54.

18155	Ross Simpson	7.65 acres
18156	David D. Peters	4.17 acres
18157	Tina Linda Peters	1.52 acres
18158	Ernest Reimer	1.65 acres
18159	Isaac Reimer	4.82 acres
18160	Laura M. Peters	7.3 acres
18161	Joseph H. Harland	13.13 acres
18162	W. H. McDaniel, Jr.	5.15 acres
18164	Howard B. Fleming	4.06 acres
18165	Albert R. Cadle	3.2 acres
18166	Elsie M. Monson	3.02 acres
18167	H. L. Crider	2.41 acres
18168	S. T. Burch Estate	3.2 acres
18127	Inez L. Fuller	0.06 acre

Yours very truly,

Earl F. Saling

Earl F. Saling

MW
cc: R. L. Porter
cc: Harry Benson
cc: F. A. Morgan

FORM E-80X 37½ 3-54 75780

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1954

SUBJECT:

To: Mr. J. D. Walker
Division Engineer
~~O F F I C E~~

Will you please stake as much of the Dolph Corner-Rickreall line as is feasible.

Please instruct the field crews to be very careful that no stakes are put in where crops are still in the fields or where damage would result. At least we should be able to get high stakes at the fence lines.

As you know, the Dolph Corner-Rickreall Section is quite controversial; therefore, please use every effort to avoid trouble while doing the field work. This project has been assigned to Mr. Esthel Ramner for acquisition and, as he is a diplomat without peer, I suggest that you discuss the matter with him before starting the field work as he can doubtless give you considerable help.

Please advise when the work has been completed.

Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams
R. L. Porter

RECEIVED
AUG 20 1954
FOR FILING

Economic Analysis

Salem-Dallas-Coast Highway

July 19, 1954

NOTED
W. C. WILLIAMS

Dolph Corner-Oak Knoll Section

Item	Unit	Direct Route	Via Rickreall
Length	Miles	7.27	7.76
Rise & Fall	Feet	250	287
Central Angle	Degrees	78	220
Estimated Cost	Dollars	875,000	705,000
Annual Cost	Dollars	66,931	52,259
Annual Benefits	Dollars	320,315	279,393
QB		4.79	5.35

Dolph Corner-Rickreall Section

Item	Unit	Amount
Length	Miles	4.43
Rise & Fall	Feet	190
Central Angle	Degrees	35
Estimated Cost	Dollars	495,000
Annual Cost	Dollars	39,394
Annual Benefits	Dollars	255,081
QB		6.48

9.1

28). 255-5-12 / 30

Economic Analysis

Salem-Dallas-Coast Highway

July 19, 1954

Dolph Corner-Oak Knoll Section

Item	Unit	Direct Route	Via Rickreall
Length	Miles	7.27	7.76
Rise & Fall	Feet	250	287
Central Angle	Degrees	78	220
Estimated Cost	Dollars	875,000	705,000
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Central Angle	Degrees	35
Estimated Cost	Dollars	495,000
Annual Cost	Dollars	39,394
Annual Benefits	Dollars	255,081
QB		6.48

NOTED
W. C. WILLIAMS

Item	Unit	1951	1954	Difference
Estimated Cost	$	394,700	495,000	+100,300
Annual Cost	$	23,331	28,446	+5,115
*Annual Cost Plus Maintenance of Present Highway	$	23,331	39,394	+16,063
Total Vehicles		489,100	489,100	----
**Total Vehicle Tons		2,644,713	2,477,008	-167,705
Mileage Element Savings	$	185,943	174,462	-11,481
Time Element Savings	$	99,363	77,619	-21,744
Speed Present Highway	MPH	30	35	+5
QB		12.24	6.48	-5.76

* In 1951 I neglected the Annual Maintenance on the present highway as a part of the Annual Cost. I believe it should be included, as no part of the highway will go out of use when the new highway is built.

** We are using new factors for weights of vehicles due to a study made by the Traffic Department in the interim. This gives lower tonnage for the vehicles; and the tonnage is the factor that is used to compute the mileage element savings.

July 20, 1954

Item	Unit	1951	1954	Difference
Estimated Cost	$	394,700	495,000	+100,300
Annual Cost	$	23,331	28,446	+5,115
*Annual Cost Plus Maintenance of Present Highway	$	23,331	39,394	+16,063
Total Vehicles		489,100	489,100	----
**Total Vehicle Tons		2,644,713	2,477,008	-167,705
Mileage Element Savings	$	185,943	174,462	-11,481
Time Element Savings	$	99,363	77,619	-21,744
Speed Present Highway	MPH	30	35	+5
CB		12.24	6.48	-5.76

* In 1951 I neglected the Annual Maintenance on the present highway as a part of the Annual Cost. I believe it should be included, as no part of the highway will go out of use when the new highway is built.

** We are using new factors for weights of vehicles due to a study made by the Traffic Department in the interim. This gives lower tonnage for the vehicles; and the tonnage is the factor that is used to compute the mileage element savings.

July 20, 1954

June 14, 1954

Oregon State Highway Commission

Gentlemen:

On the Salem-Hillsboro Highway immediately west of the Salem city limits, Bonneville Power Administration has a substation. The Bonneville Power Administration is contemplating considerable improvement at its substation and asks that we determine and arrange for such right of way as we may need through its property when the highway is improved.

We have a narrow right of way now, which is wedged between the substation and the railroad tracks. In order to provide for a minimum four-lane highway, we will need an additional strip at least 10 feet wide through the Bonneville property. The Bonneville Power Administration has indicated it will sell us this for a nominal amount but requests that we excavate at this time for the widened highway, so that they may properly shape their property fronting the highway. It is estimated that it will cost $2,000 to do the widening work on the highway.

It is certain that we will need this right of way in the not too distant future, and I recommend that we acquire the right of way we need from the B.P.A. and perform the estimated $2,000 worth of excavation work as a minor betterment project.

This matter will be on the agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. W. Stiffler
Mr. H. G. Smith
Mr. C. H. Maison

WCW:mo lg

FORM E-00 2M 8-51 88018

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 18, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
O F F I C E

NOTED
W. C. WILLIAMS

The Bonneville Power Administration is contemplating some improvement of their substation located on the Salem-Dallas Highway a little westerly of Salem and in this connection have asked that we determine what future right of way we may need from their property and cooperate to the extent of doing some minor widening.

We have determined that we can construct a 64-foot street section in front of the Bonneville property by taking a long, narrow strip about 10 feet wide at the easterly end, tapering to nothing at the west. They have indicated that they will give us this property for a nominal payment, only. In addition, they request that we excavate at this time for the part of the widening that would be done on the right of way only. They will do the sloping and other work. The excavation that we would perform has been estimated to cost $2,000.

As Bonneville is proposing some rather extensive improvements and have asked our cooperation so that their finished project will conform to our highway at that point, it is my recommendation that we proceed with the acquisition of right of way and agree to do the grading work at this time.

I am attaching a map which shows the right of way and area under discussion.

Forrest Cooper
Ass't. Construction Engineer

FC:js

Encl.

3647.2 from ¼ Cor. 2

N.0°2

3616.5 from ¼ Cor

N.42°24'30"E. 412.29'

N6°49'E

QUARRY
from
T. T. & Matl
Drg. No.

Parcel No. 2

Deed Q-384

145.32'

113.4'

5½" Iron Pipe

726.89'

S.53°29'E. 269.88'

Easement to use road granted
T.T. Crozer & S.M. Crozer Sept. 24
Q-384

Military

N.85°38'E. 120.78'

J.H. Holt
83-98

6"x8" Wood Box-17'

S.Δ 12°48'
L. 400'

102+65.1 P.C.S.

106+65.1 P.S.C.

Deed R.W.-1630

Deed R.W.-1623

Parcel No. 2

+18-12" Conc. Pipe 43'

105+50.2

105

40'

40'

33'

U.S.G.S. B.M.

4°C.R. (R.R.)

Parcel N

3647.2 from 1/4 Cor. 29/20 ---

N.0°29'E. (Calc.)

3616.5 from 1/4 Cor 29/20 ---

N.42°24'30"E. 412.29'

N.57°45

135.78'

QUARRY

from

T. T. & Matil

Org. No.

Parcel No. 2

Deed Q-384

N6°49'E

145.32'

5/8" Iron Pipe

113.4'

726.89'

S.53°29'E. 269.88'

Easement to use road granted

T.T. Crozer & S.M. Crozer Sept. 24

Q-384

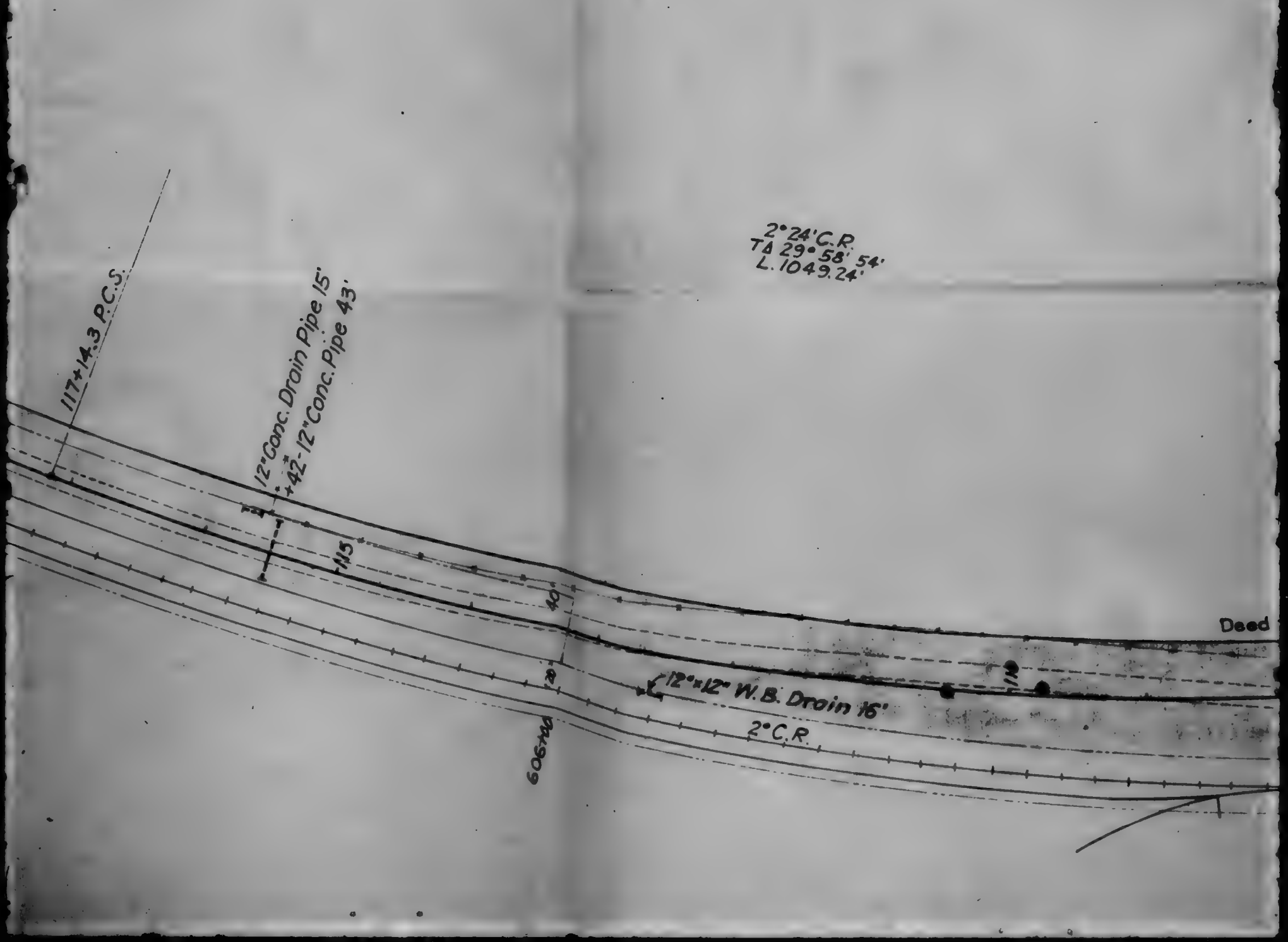
Military

N.85°38'E. 120.78'

J.H. Holt

83-98

W. & Ida M. Chapman
93-126



'le Tower A

Geo. W. & Ida
93-12

WINONA

Slope Easement

125

Deed R.W.-1630

121+10.3=P.O.T.
121+14.3=P.T.= EQUATION

SΔ 4°48'
L. 400'

R/W

120

+73-12" Conc. Pipe 45'
Conc. Hd. Wall 14' to R.

117+14.3 P.C.S.

SOU. PAC. R.R. Falls City Branch

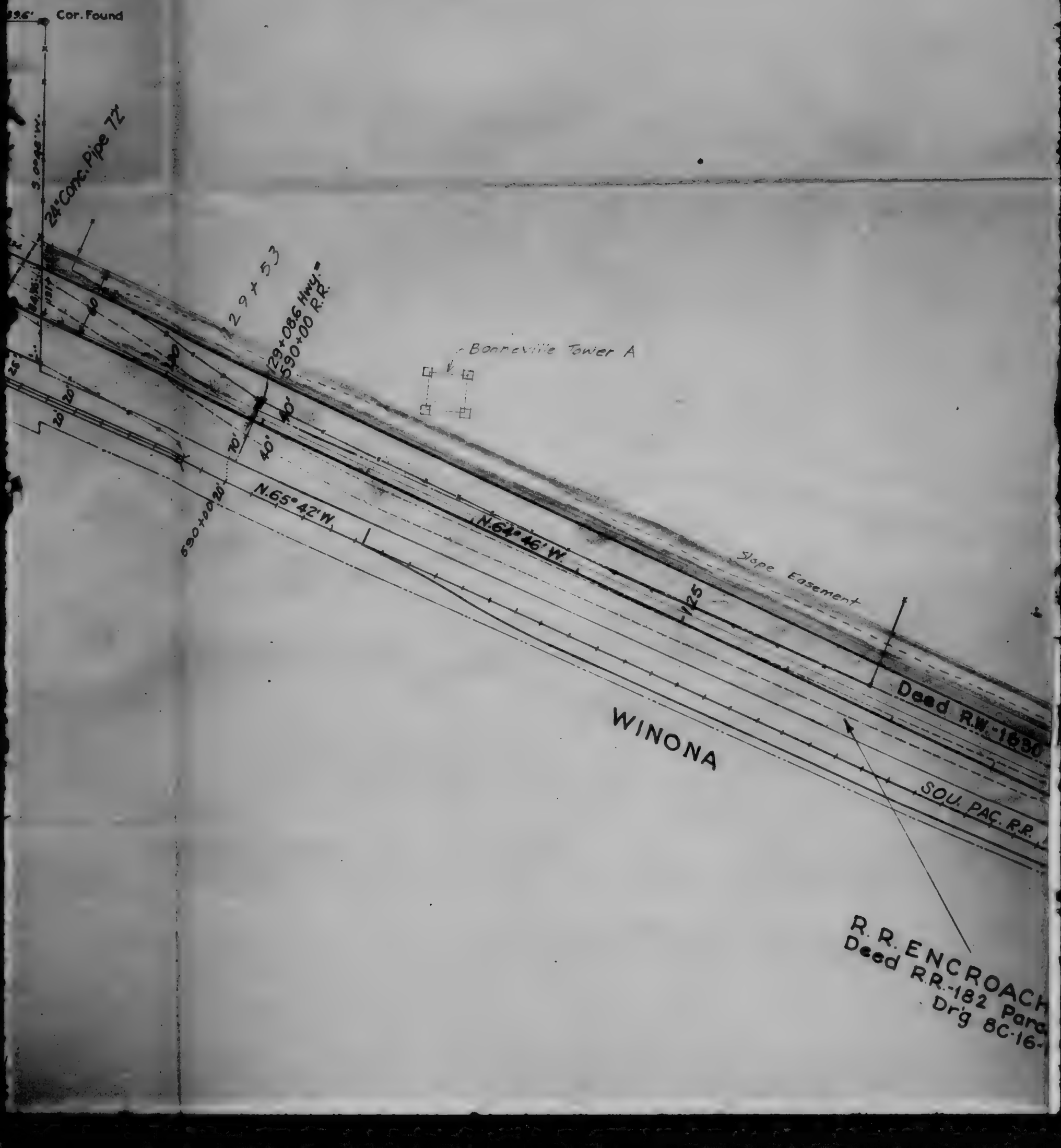
R.R. ENCROACHMENT
Deed R.R.-182 Parcel No. 2
Drg 8C-16-1

T. 7 S. R. 3 W. W. M.

Map showing R/W & Easement requirements for proposed 64' street section in immediate vicinity of Bonneville Sub-Station, West Salem Salem - Dallas Highway

Geo. W. &

Map showing R/W & Easement require
for proposed 64' street section in im
vicinity of Bonneville Sub-Station, Wes
Salem - Dallas Highway



R.W. & Jennie Hogg
58 - 67

N. 0°16'30" W.

134+99

8/29.4

4" Clay Tile Drain 20'

2 Pad. 2895'

Shed

Shed

S. 0°32'E.

S. 0°48' W.

396'

Cor. Found

24" Conc. Pipe 72"

Deed R.W. - 20 TO

State to Hogg Nov. 1934

25'

25'

13+72.46

373.36'

84.36'

1131'

60

25'

30'

20'

20'

129+53

129+086 Hwy.
590+00 R.R.

130

40'

70'

40'

590+00 20'

N. 65° 42' W.

N. 64° 46' W.

Bonneville Tower A

Map sh
for pu
vicinit

WIN

30 | 29 ¼ Cor. Found

& Sarah B. Savage
60-612

R.W. & Jennie Hogg
58 - 67

N.64°46'W.

8/9.4

N.30°15'30"W.

134+39

4" Clay Tile Drain 20'

39.6' Cor. Found

25.53'

1 Rod 283.5'

Shed

Shed

S.0°32'E.

S.0°32'W.

Shed

State to Hogg Mar. 1934

24" Conc. Pipe 72'

40'

P.S.

137+2

Deed R.W.-2070

25'

138+72.45

278.36'

131+

40

30

25'

30'

20'

29'

70'

29

580+00

1/4 Cor. Found

30 | 29

& Sarah B. Savage
60-612

R.W. & Jennie Hogg
58 - 67

N 0°15'30" W.

134+99

4" Clay Tile Drain 20'

39.6' Cor. Found

25.63'

1 Pad. 2895

Shed

Shed

S 0°15'30" W.

24" Conc. Pipe 72

N. 64°46' W.

40'

P.S.

137+2

Deed R.W.-2070

State to Hogg Nov. 1934

25'

132+12.46

278.36'

30'

25'

20'

20'

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 28, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. R. L. Porter
Right of Way Engineer
O F F I C E

Will you please proceed with the acquisition of the right of way for the Willamina-Salem primary highway, Dolph Corner-Rickreall Section, Polk County.

Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams

RECEIVED
JUN 1 1954
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 19, 1954

NOTED
W. C. WILLIAMS

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
O F F I C E

May we secure approval of the survey and authority to acquire right of way on the Dolph Corner-Rickreall Section?

Forrest Cooper
Ass't. Construction Engineer

FC:js

RECEIVED

RECEIVED
FOR FILING

January 30, 1952

Miss Caroline Burch
Rickreall, Oregon

Dear Miss Burch:

In replying to your letter of December 31, 1951, I have made an investigation of the right-of-way status in front of your property at Rickreall, and I believe that we can work out a solution that will be satisfactory to both you and the State. While it is necessary that we acquire a sufficient width of right of way to provide for development over a long period, we will not need part of the right of way for widening purposes for many years.

Under our present plans it would not be necessary to cut any of your trees except the cherry tree. The cedar tree and one of the walnut trees are outside the right of way, so, of course, they need not be considered. The other walnut tree and the two elms would be within the right of way, but at such a distance from the center line of the new highway that the trees would not need to be disturbed for many, many years.

When we resume negotiations for right of way through your property, the right-of-way agents will deal with you on the basis of purchasing the right of way but leaving the trees as above described as long as possible.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me lg
cc Mr. W. C. Williams
Mr. H. G. Smith
Mr. R. L. Porter

Rickreall, Oregon.
Dec. 31, 1951.

H. G. SMITH

Mr. R.H.Baldock, State Highway Engineer,
Salem, Oregon.

Dear Sir:

I am sending in a complaint rather early. I do not want to be "too late".

I wasn't at home when the man came to talk over matters reletng to the survey of our home, consequently did not see the map. From the description it must be exactly as the first time through, before the change was made. If so, it will take our Franquette walnut tree and one,if not both, of our big elms.

In spite of all we can do it will take the garage--a garage is only a garage--and can be lifted onto another cement floor--but there is no replacement of a fifty year old Elm. These trees mean so much to us, and they will keep out of sight the passing rabble, as well as, a lot of noise, dirt and dust.

I wonder if you could kindly send one of your surveyors over to see if the line cannot be moved a few feet north. If just outside of the front yard-fence I think it would miss the trees.

In the early '30's a survey was made that took 8 or 9 feet from the south side of our field and on straight to the street. Only the survey along the field was turned into the Highway. The first lots east of the field were up for sale and the head of the crew was interested in them,so, he saw no use in opening them up at that time. The next lots were vacent and practically the same as the Highway--then in the lot at the street was the Grange Hall and the cut would have taken the south porch. Consequently, all but the field was left just as it was before the survey of that side of the Highway. I am sure of the survey for I have seen the blue-print.

This all leys north of our house across the Highway. It seems to me by leading on across the old road (not Highway) diagonally and finish at Rickreall with an 8 or 9 foot strip off of the south side of our small triangle lot there (this was cut from the orchard on the first time through) would leave the line and width of the Highway as is surveyed. Wouldn't it ?

It certainly would make us happy to have things shifted a few feet north. I hope you can help us.

We will be most grateful, Mr. Baldock, for any aid or peace you may give us in this very distressful loss.

NOTED
W. C. WILLIAMS

Very Respectfully,

Caroline T. Burch

Tied Trees Jan 8 1952
K.L.

RECEIVED
JAN 3 1952
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 20 1951
FOR FILING

Const
R/W
Salem-Dallas Hwy.

December 11, 1951

Miss Caroline F. Burch
Richreall
Oregon

Dear Miss Burch:

The Honorable Ben R. Chandler has transmitted to me your letter to him under date of November 6 and asks that I communicate with you.

As you recall, I sent you a letter about this subject under date of November 15, which I think fully explains our position in the matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHBshi
cc Mr. Ben R. Chandler

(Richreall cutoff)

C
O
P
Y

Rickreall, Oregon.
Nov. 6, 1951.

Mr. Ben R. Chandler,

Chairman State Highway Commission,

Coos Bay, Oregon.

Dear Sir:

I am writing to ask you if you will not look into the details of the project that sends a speedway through Rickreall as a cut-off to the Wallace road and to the beach. Rickreall has far more traffic now than it can well support. There is, on a bright summer day, a line-up that reaches back West farther than the survey of the intersection of the Speedway and the Dallas-Salem highway. As fast as one line-up rolls across Highway 99 another is formed. This is a most hazardous crossing-- but will not compare with the new intersection a block or so West. These two lines glimpse each other most of the way from the Wallace cut, and are sure to race for the lead in the never failing jam at 99. They will dash across the country like wildfire into the first street in Rickreall where so many cars dart through, even now, to avoid the stack-up at Highway 99 near the bridge.

WHAT THE RICKREALL VALLEY NEEDS IS TWO CROSSINGS OF HIGHWAY 99, IN ORDER TO EASE THE TERRIFIC TRAFFIC THROUGH RICKREALL.

All the police we have is a State patrolman who drops by--now and then--usually then. I dont remember one being here when an accident happened. Sometimes we have had to wait until one drove down thirty-six miles from Albany. A long wait for the injured.

It seems to be the opinion that the Speedway is being built for a quicker Salem-Coast drive. You will surely miss your aim, if the Salem people are sent around the winding road along the Rickreall where (any day from November to March) they may be held, just east of Derry, until men can be sent out from Salem to stake the flooded roadway. And after that is done it is not very speedy crossing. Any day, or night, through the year one may have to wait on the wrong side of the Highway 99 for the patrolman or ambulance. We have no detour from the East side.

The Oak Knoll way seems much better and quicker for the Salem travel. It would

take the Salem- Coast traffic out of Rickreall --Make another crossing over 99 and thereby scatter traffic which would make traveling much safer for all concerned. SAFETY IS THE ACME FOR OUR ATTENTION NOW.

This Speedway through Rickreall adds to the awful peril that now fills the place. And it cuts diagonally through--taking and wasting--so many acres of Oregon's richest farming land. As well as, ruining many homes.

I am almost pleading to you to give us help in saving our old home--"The S.T.Burch place" that took such a beating when the first Highways went through Rickreall. We lost most heavily, and would have lost more but for the justice of Benson and Booth, highway commissioners and Mr. Clark, surveyor who kindly came to our rescue and shoved the road farther North. Since they gave us help, I am bothering you hoping you, too will give a helping hand.

This home was settled by my Grandfather in 1845 None but our family have ever lived on this place. We have always kept it free of debt and paid our taxes regularly (since taxes began) This place has helped to build roads in this section for more than one-hundred years. Since the time when loose gravel loaded with hand-shovel was hauled to the road-bed and spread on. And we have surely done more than our share on the paved way.

We are badly in need of this field for there are still five of us on the old homeplace--all having reached the retiring age and not permitted to work for money. If our good positions had not been taken from us--by a silly law--we could still be making more than is needed for taxes. Taxes are exhorbitant in this locality. We have a little better than 80 acres and our taxes for this year are $409.76. If you take this field--you are taking our only income for taxes, up-keep of the home, money for sickness--in fact, our very living.

You will have to take from this field again when you widen Highway 99, which is a must-- but cutting through the field is only a preference. We all must help with road building, but one can hardly see fairness in crushing the life out of the few.

Hoping, Mr. Chandler that you may be able to aid us, and that I may have something to thank you for later, I am

Very truly,

/s/ CAROLINE F. BURCH

take the Salem- Coast traffic out of Rickreall --Make another crossing over 99 and thereby scatter traffic which would make traveling much safer for all concerned. SAFETY IS THE ACME FOR OUR ATTENTION NOW.

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Hoping, Mr. Chandler that you may be able to aid us, and that I may have something to thank you for later, I am

Very truly,

/s/ CAROLINE F. BURCH

RECEIVED
JAN 1 5 1952
FOR FILING
FORM E-30 3M 6-51 49713
F 2
4/26 K
REFERRED TO
Mr. Baldock
By Asst. Chief Engineer

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 14th, 1952

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
O f f i c e

Dear Sir:

In 1944 an analysis of the proposed construction of the Dolph Corner-Rickreall route and the alternate Dolph Corner-Brunk's Corner, or more properly the Oak Knoll route, was made. A report of this analysis was made to the Commission on June 7th, 1944, and is referred to herein.

At that time the cost of the Dolph Corner-Rickreall route was estimated at $293,000 and the alternate at $520,000. On these figures the analysis showed a benefit quotient of 5.38, but that the additional benefits of building the alternate line would be $27,000 at an additional cost of $227,000.

After seven years, revised estimates of the same routes have been made, the proposed route increasing in cost to $394,700 and the alternate to $719,000. Breaking down the figures for the Dolph Corner-Rickreall route, it is found that right of way costs have increased 388%, or from $20,496 to $100,000, grading costs 23% and surfacing costs 1%.

The traffic expected to use this route, or to be benefited by it, was also re-examined in the light of counts taken recently and an economic analysis prepared accordingly. The result gives a benefit quotient of 12.239, the total benefits being $285,306 against an annual cost of $23,331.

For the Oak Knoll route, which is estimated to cost $719,000, the corresponding benefit quotient is 7.713, or at an additional cost of $324,000, the increase in annual benefits is $41,865. In other words, on the shorter line for the expenditure of $395,000, an annual benefit of $285,306 is obtained, while for the longer for an expenditure of $719,000, the annual benefit will be $327,171.

It may be argued that the cost estimate of $719,000 may be too high, but it is estimated since the line parallels the slough, that the

NOTED
W. C. WILLIAMS

costs of grading and surfacing per mile would be considerably higher than on the located line, but the cost of right of way would be in proportion to the length.

However, an estimate and analysis was made on the basis of cost of the longer line being directly proportional to the length, which gives a total cost of $659,293, and on this cost the benefit quotient would be 8.316 as compared with the quotient of 12.239 for the located line. The increase in benefits would be $41,865 but obtained at an expenditure of ($659,293 - $395,000) $264,293.

The saving in distance for traffic using the located line will be 2.65 miles, while, if the alternate is used, only .5 mile additional saving is made. It has always been considered that in a number of cases some additional saving in distance could be made by lengthening the amount of new construction, but that it was better to conserve funds for use where their expenditure would give greater benefits. For instance, the distance from Eugene to Klamath Falls might have been shortened by nearly a mile by building six miles more of the Willamette Highway before its junction with the Dalles-California. More recently the location of the Wilson River Highway has been changed at North Plains in order to shorten the construction, but at the sacrifice of saving in distance. This is a question of judgment in how far we can go in building lines parallel to existing ones.

It is true in this particular case that half a mile in distance will be saved by constructing the alternate line, but nearly three miles of the new construction practically parallels the present highway. If we could afford to build all of the highways in the state whose improvement would show a gain in cost of operation to the roaduser, it would then be possible to build in such a way as to extract the greatest benefit possible from our funds.

Very truly yours,

H. W. Libby
Chief Locating Engineer

HWL:AR

cc Al Head

RECEIVED
FOR FILING

11-2-51

67

December 6, 1951

Mr. Jos. H. Harland
Rickreall
Oregon

Dear Mr. Harland:

You headed a group of people from Rickreall and vicinity which appeared before the State Highway Commission at its last meeting in protest to the construction of a new highway extending from the Town of Rickreall northwesterly to a connection with the Dallas-Coast State Secondary Highway at Dolph Corner. The arguments presented by you and the other members of your group at such meeting were appreciated by the Commission and were given careful consideration in its final action on the subject.

As Mr. Chas. H. Reynolds, Acting Chairman of the Commission, told you at the meeting, the Commission does not want to deliberately hurt people in locating highways, but it feels that it is the Commission's duty to build highways that will serve the greatest number of people in the best possible manner, and that the Commission would decide this question on such basis.

Following the departure of your group from the meeting, the Commission again discussed this matter, the arguments presented by your group were reviewed, and were weighed with the factual information furnished by the Engineering Department. It was the feeling of the Commission that the general public would be best served by construction of the highway from Rickreall to Dolph Corner rather than on the route that you suggested. Such routing was adopted by the Commission by formal resolution.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls

RECEIVED
DEC 3 1951
FOR FILING

FORM E-30X 25M 11-50 44702

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 29, 1951

SUBJECT:

To: Mr. Forrest Cooper
Right of Way Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

In accordance with your request of November 27th, we have ordered Mr. Eason to have the right of way staked on the Dolph Corner - Rickreall Section, insofar as can be done at this time.

The Drafting Department will have a 1" = 400' Scale [illegible] prepared within the next few days.

cc W. C. Williams

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAPeck

cc W. C. Williams
R. H. Eason

RECEIVED
DEC 3 1951
FOR FILING

FORM E-30X 25M 11-50 447CB

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 29, 1951

SUBJECT:

To: Mr. Forrest Cooper
Right of Way Engineer
O f f i c e

NOTED
W. C. WILLIAMS

Dear Sir:

In accordance with your request of November 27th, we have ordered Mr. Eason to have the right of way staked on the Dolph Corner - Rickreall Section, insofar as can be done at this time.

The Drafting Department will have a 1" = 400' Scale Map prepared within the next few days.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

cc W. C. Williams
F. D. Eason

RECEIVED
NOV
FOR FILING

FORM E-80X 25M 11-50 44703

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

November 27, 1951
Salem, Oregon

NOTED
W. C. WILLIAMS

SUBJECT: Dolph Corner-Rickreall

To: H. G. Smith
Construction Engineer
O f f i c e

It would be a help to the Right of Way Department if you would have the field crew stake as much of the Dolph Corner-Rickreall center line and right of way lines as possible.

Also in this connection, I would like to ask that a 400' scale map be prepared for use in this office in connection with damage items.

Forrest Cooper
Right of Way Engineer

FC:mmh

cc: W. C. Williams

RECEIVED
FOR FILING

Coast Route Cutoff Construction Near

Construction of the long-discussed Rickreall-Dolph corner cutoff on the route from Salem to the coast is expected to get underway this winter, it was learned here Sunday.

The project for which bids will be called by the state highway commission in December will cut several miles from the present route. The cutoff, starting northwest from Rickreall, would link the Salem-Dallas highway with the Dallas-Salt Creek section about three miles north of Dallas.

The route would eliminate much of the twisting hill route between Dallas and Dolph corner.

Farmers whose lands will be bisected by the new route are protesting the location, saying it will ruin several farms. J. H. Harlan who farms 700 acres northwest of Rickreall says his farm will be divided on a diagonal by the new rigift-of-way.

Alternate routes suggested are a diversion from Oak Knoll which would cross 99W north of Rickreall and follow Baskett slough to Dolph corner, and a north turn from a point about two miles east of Dallas which would avoid the hills on the present route.

Farmers complain that they were not properly advised of the relocation and say they are surprised at the decision of the highway commission to proceed at once with the construction of the cutoff.

Representatives of the department are said to be working now obtaining right-of-way, and unless the protesting farmers secure a delay the job will be up for bidding this year.

Oak Knoll

NOTED
State Highway Engineer

long past due

3

NOTED
State Highway Engineer

valleys and the northern Great Lakes region.

Another rain area extended Sunday from eastern Tennessee southward through Georgia into northern Floridia. Scattered showers were reported from the pacific northwest.

At Las Vegas, Nev., Sunday's high winds forced the postponement of the Atomic Energy Commission's scheduled nuclear explosion at the test site. The A C E indicated that the opening test will be attempted tomorrow, weather permitting.

PLEVEN DENIES RUMOR

MARSEILLE, France, Oct. 21-(AP)- Premier Rene Pleven today scotched persistent reports the French franc was about to be devalued. He said such devaluation would be "an absurdity."

Mr. Truman's action. L'Unita, the communist organ, said the nomination of General Mark W. Clark

HOLLYWOOD
Salem's Only Home-owned Theatre
Nowe Showing—Open 6:45
M-G-M presents
Teresa
THE STORY OF A BRIDE
Comedy Co-Feature
"G. I. JANE"
Jean Porter, Tom Neal

RECEIVED
FOR FILING

RECEIVED
FOR FILING

F-3 F (1)
1368

November 15, 1951

Miss Caroline F. Burch
Hickreall
Oregon

Dear Miss Burch:

I read with great interest your fine letter of November 5. I do not blame you for being perturbed about the taking of a further portion of the farm on which you and your ancestors have lived for more than one hundred years.

I have carefully gone into the location and believe that this location is the one that gives the greatest benefits to the greatest number of people. Computations disclose that the savings to the road users will pay for the road and amortize the investment in less than five years.

It is certain that you should be fully compensated for the value of the land taken and for the damage to the remaining property, and I am sure that our Right of Way Department will be fair and square with you. I am sorry that your dealings in the past with the highway contractors have been so unfortunate and request that you call me personally if any further trouble develops.

The Highway Commission has approved this road, and within a short time the right-of-way buyers will call upon you to discuss the matter with you.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl
cc Mr. Forrest Cooper

FILED
FOR FILING

F-3 5 (1)
4368

November 15, 1951

Miss Caroline F. Burch
Rickreall
Oregon

Dear Miss Burch:

I read with great interest your fine letter of November 5. I do not blame you for being perturbed about the taking of a further portion of the farm on which you and your ancestors have lived for more than one hundred years.

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The Highway Commission has approved this road, and within a short time the right-of-way buyers will call upon you to discuss the matter with you.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Mr. Forrest Cooper

Rickreall, Oregon.

Nov. 5, 1951.

Mr. R.H.Baldock, State Highway Engineer.

Salem, Oregon.

RECEIVED
NOV 6 1951
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We have not been informed officially but have seen the map showing the speedway from Salem to the Wallace cutoff through Rickreall.

I know that your job has its problems, and that no one on so big a project has time to see all the details, consequently, I am writing to tell you a few of the Highway troubles we have had within our half-mile space. And, to ask if you cannot help in keeping it from coming through Rickreall that tries to carry such a terrific trafic now that we are badly in need of an overhead crossing.

I am more interested in our old homeplace--"The S.T.Burch Home" that has certainly taken a beating,both financially and by destruction , from the State Highway . The home was cut into a Chinese puzzle on the first trip through, and has had pieces snipped off every few years since. The orchard was cut in half and the best trees taken. about a block of picket fence , and the walk were torn away and destroyed. We had to replace the orchard and garden fence but there was not enough space left for even a trail. So, we have had to go without a walk all these years.

We would have lost our garden and part of the yard but for the kindness of Benson and Booth, Highway commissioners, and Mr. Clark, surveyor, who shoved over north after Mr. Fox, our neighbor was forced to sell his home to the County.

We owe you thanks, too, Mr. Baldock for kindly responding when we have asked you for help in some of our many Highway problems. We have lost so much money, comfort and peace of mind from Highways that this time it has become almost a tragedy.

You are cutting through our field from which you will take another slice when

Highwey 99 is widened--this I know is a must-- but, cutting through the field is only a preference. I feel there are other and better routes. When all is taken there will be hardly room for the renter to turn his combine. This field is our only income for taxes, the up-keep of the home --in fact our very living. Taxes in this location are exhorbitant. We have about 80 acres of tillable land our taxes this year are $409. 76. This may seem light to you who have more with which to meet taxes. A dollar seems small where there is plenty--but sometimes a dime seems large when it is taken from one.

If there is anyone who has a priority to the place it is surely our family, for my Grandfather settled here in 1845. And, none but our family has ever lived on the place. We have encountered all sorts of depression and bad luck within the more than one-hundred years since our family built their cabin on this land. We have always been able to meet our taxes, since taxes began, as well as, other obligations to State or our fellowmen. Grandfather's family has never cost the State anything--either for police or pension--and it seems an injustice for the State to put us in such a distressing corner now. We could make our taxes by outside work if our good positions had not been taken away by a silly law --and given to others. There are still five of us living on the old homeplace . We all have reached retiring age --So, we are about finished along with the home if you take this field and income from us.

You are going through fields, and fields, of fertile land so needed at this time. Every corner is land thrown away. Such waste distresses any faithful farmer. As you know , all farms are run now by one man with cumbersome, high-powered machinery. And he would have to hire someone to flag down a wild speedway traffic at each crossing time. A plane couldn't swoop down over a Highway to dust, consequently, this corner would be left to grow into a fire-hazard. At the high price of a fence no one could turn it into a pasture.

Some say we need a straighter road--Why ?

There's no beauty in a straight road--There's no pleasure driving in a four-lane way-- Perhaps profit, if one ever gets there and back. The straighter the road , the greater the death toll. Some men seem to be thrilled to craziness--so much so that when he ~~who has~~ has driven a short Speedway and turns onto a "cowtrail" he still drives as

though he had four lanes until he goes over the bluff, crashes a car.

Some harp that it will put Rickreall on the map. I can see neither profit nor pleasure by being on the map if a thing must be knocked off of the earth to get there. With one or two more times through Rickreall there will be nothing left of our dear old village but the sky above and concrete below.

The Rickreall cut-off can be glimpsed from the hill-way and the two lines of traffic will race for the lead in the usual steck-up at Highway 99. They will roll down like water from a bursted dam --into the street at West Rickreall where so many dart through to avoid the jam near the bridge. I am afraid our Speedway will compare with the "Bloody Lane" leading into San Francisco.

Please don't think, Mr. Baldock, that I am trying to tell you how to build roads for, of course, I know nothing about it. But I do know traffic and the lay of the Rickreall valley. All should help in road building, as in all State progress, we well know, but we have been hit so hard that we feel we have done our bit in the road building line.

It seems to me if one wants a hurry-up trip that the Oak Knoll way would be much shorter and better way from Salem to the beach. One misses the winding drive along the creek to Rickreall where any day from November to March one might have a wait, just below Derry, until men can be sent out from Salem to stake the roadway. After one starts across the way is neither comfortable nor speedy. At any time of the year there is the wait, with no chance of a detour, at Highway 99 for patrolman and ambulance to clear the way in case of an accident. It will scatter the traffic by taking the Salem and coast travel out of Rickreall making it much safer and more comfortable travelling. To me the first cut from Salem seems much better for peoples concerned.

I am sorry to have bored you with this long letter, but I hope you will agree that we have done our part. If you have chosen the Oak Knoll way I shall be too happy to care whom whom I have bothered. If you have chosen the route through Rickreall, and will look into the matter, I feel sure you will give us a square deal.

Any aid you can give us will be most gratefully received.

Very Respectfully,

Caroline T. Burch.

Florence E. Burch

THE FIRST HIGHWAY THROUGH RICKREALL

I want to tell you some of our highway problems that you may see I am not complaining without a cause.

My Father was growing very old when the first Highway cut through our village and home. He was a surveyor all his life and had laid his place off to suit himself and was grieved to see things so ruthlessly slashed and taken from him. He always loved to go down daily into the village and visit with old friends, but he had to give this up and stay in his own yard because the walk had been destroyed and a street, the old road and the Highway all met, practically, in our front door-yard. The crossing over was impossible, consequently, we have had to do without a walk all these years--walk on the wrong side of the road, dodge wild drivers and stumble, slip and stagger, under a canopy of waiting log trucks on our way to the postoffice or Bus depot.

Father paid twenty-five dollars for a deed to the corner that was cut away. It has never been of any use, but we have been able to keep old junked cars from being piled on it.

We had to buy and put a block of fence back across the orchard and garden, buy tiling and make a fill across the front of the home. For all of this, and the fruit trees we were given $175. To Father's big home and family it meant nothing.--Gone, and forgotten, before the month had passed. It didn't pay for the first year's supply of fruit. To add to our trouble a lawyer, when selling the bit that was left of the neighbors home, went to the records and copied the two pieces as one. That made more worry until after a year or so the Court looked into the matter and canceled the sale.

Then came a scamp contractor, named Dennis, who paved Highway 99. He contracted a neighbor's small gravel-bed. Then decided ours was better. Through a pretended mistake he came over the fence and placed his plant on our land. Father was very dubious of the man, but gave him the benefit of the doubt, since he had gone to so much work and expense in putting up his plant, regardless of the fact that he put it right in a little hopyard.

After he was made to tear up a tricky contract he had had his lawyer draw for him, and got a better, which still was not binding enough for such as he, the contract for the gravel was given. All went fairly well, excepting the dust and din that was almost unendurable, until hoppicking time when we found that the hops were entirely destroyed. The hops were appraised at one-thousand dollars. Dennis would do nothing about it. The yard had to be left so long without cultivation that it never came back to standard. The men left for California--the lawyer said there was nothing to do about it, so the matter was dropped. The loss ran into thousands but we got nothing for it. We were paid between two and three hundred for gravel taken out. That may have been all that was due us--of course, Dennis kept the account. That was not nearly the value of the fine trees chopped down and left to rot or wash away in the flood. Nor for the destruction of the land.

Worst of all was O'Neal? Neal?--or something of the kind(a most despicable fellow) When he came our way--sometime near 1928--he wanted some tiling to use farther up the road, so, he proceeded to dig up our tiling in front of the house (or rather his men did) carrying it away, leaving a hole between the rest of the fill and the sign for 99 into which everyone landed who left the gate without warning. And many in turning or backing from the hall just across the way backed in. After this he went to the field through which this project cuts--tore down the fence, cut 8 ft. (he said 8ft.) went away leaving the fence flat on the ground.

I went over to the office to see the man and ask if there weren't something due us for the fence. Always before everyone in the office was so very courteous that he rather startled me when he yelled "No! they should have put the fence back but you are too late." And then he threw the old "Gag"(that everyone who has never had land taken for a Highway , has on the tip of his tongue) "The few must give way to the many." Maybe so--but it sounds more O'Neal ? than American to me. If so, don't you think, Mr. Baldock, that when the "Many" grow to multitudes that more should be added to the "Few"?

I do not like to be yelled at-- I decided the price of the fence was not worth the price of trying to argue with a man like that. In order to hold my temper, I let everything go. We didn't get a cent for this deal, and have always felt that it was very much of a steal.

After this things were more peaceful until someone would announce "The surveyors are prowling about the village again". Then I felt--and all the people looked and acted as though we had received a warning--"The typhoon is headed your way."

Life has not been all ease and peace since the Highways came our way . And, we are dreading that more may be added to what we now have. If you have looked into our difficulties caused by the first Highways I believe you may understand why I am of so little faith when it comes to Highway building.

Presented by Wm. Harland at Commission meeting held on November 9, 1955

MR. CHAIRMAN AND MEMBERS OF THE COMMISSION: As a land holder effected by proposed road from Rickreall to Dolph Corner, I shall try to speak for the majority of the property owners effected.

We have present today, Mrs. Anna Ryan, Miss Elsie Monson, Mr. A. R. Cadle, Mr. W. M. McDaniel, and Mr. Howard Flemming. Their views may vary in some respects from my own, as no man can speak precisely for any particular group.

I hope you have the Polk County Maps I mailed you, so you can follow my remarks. Line No.2, is the proposed route and it's total length is 4.43 miles, and it saves 2.67 miles. This is a "stinker" as far as we are concerned , The angle of construction is about 45* and makes a mess of triangles out of most of the farms or fields. This type of fields are dynamite in modern farming, and cost of operation is increased 50% to 100%. For small fields it is better to let them go to weeds or brush, than to waste time fooling with them. On my own farm, we are in the process of relocating 4000 ft. of ditch, our private road and utilities at a cost of $4000.00 to $5000.00, in order to square up our fields. We feel that this money will be repaid in not to exceed ten years time, through the better use of our land and lowering costs of operation. Five farms on this route are tiled and this along with open ditch drainage represents an investment of thousands of dollars, Damage to these systems, is one item that can amount to quite a sum. Every low spot crossed by this road, will cause an erosion of surplus water problem, as it crosses every drainage area at, or near a right angle. The owners effected, are long time resedents and their farms are not for sale regardless of price offered. They have reinvested back into their farms every thing they could get their hands on, and thus would be unwilling to accept anything less than the maximum damages, if this change goes through.

We have submitted two other proposals to replace No.2. No.1.,is also a cut-off route, andgoes from Oak Knowl Golf Course, or Dead Mans Corner, to the Dolph Corner. If a cut-off is the solution to the problem,in your opinion,

Presented by Hartman 1/19/51

this is the route we would suggest, as it will do a better job and will satisfy more people. It's length is about 7.4 miles and it will save about 4 miles of travel over the old route.

This road has the approval of a great many influential people both of Marion and Polk Counties, plus a host of others not classified as influential, but who are not extremely worried by the fact. A road in this location will cross considerable unimproved land, or land of low value at present. We believe the right of way for this can be procured for less money than No. 2.

I have personally written to Mr, Reynolds offering to give one half of a hundred foot right of way. if the Engineer's would find it feasable to use my North line. Said boundry being a mile and a quarter in length.

Two other owners are effected by both routes and they have signified that they will be very cooperative in the matter of right of way.

This route will never build up as it is not very well adapted for home sites and the traffic on this road will have practically an unobstructed view, most of the way. It will eliminate some of the congestion at Rickreall, and will be a tremendous improvement over the situation at Derry Station, because there will not be any water tank there or any switching.

Due to the limited time, will only say further that I would be very happy to confer with you on this route after the hearing.

No.3, or our second alternate is the rebuilding of No, 22 from Brunk's Corner to Dallas with a new connection to Dolph's Corner. I found a great many people who are in favor of this, and believe it or not, quite a few are from Salem.

In closing, I wish to state, that I have spent the better part of the last three weeks talking to people about this road deal, and have not found a single person favoring No. 2. (or The Rickreall, Dolph Corner Route)

I hope that I have not used up all our time, so that the others may have a chance to say a few words.

RECEIVED
FOR FILING

November 5, 1953

Oregon State Highway Commission

Gentlemen:

The survey on the Dolph Corner-Rickreall section of the Salem-Dallas-Coast Highway has been completed, and I attach hereto a sketch map on which the relocation is indicated. This relocation will save 2.67 miles over the existing route via Dallas, and this project has one of the highest economic benefit quotients in the state. The reason for the high benefit quotient is the saving in distance of 2.67 miles by the construction of only 4.43 miles at a total cost of $394,700. The benefit quotient is 12.24, which means that approximately $12 would be returned to the traveling public for each dollar expended, and on this basis the road would pay for itself through economic benefits in about two and one-half years.

There is considerable objection to this location by farmers through whose property the new highway would be constructed and also by the Dallas Chamber of Commerce, which apparently feels that it would lose some business by reason of the new location missing Dallas. The County Court of Polk County, apparently in sympathy with the objectors, has not as yet given its concurrence to the construction of this section, which is a federal-aid secondary highway and federal-aid secondary funds would be used thereon.

Our traffic analysis indicates that a minimum of 700 vehicles daily would use this new cutoff, a great number of which are logging trucks, and this would very materially alleviate congestion on the existing road to Dallas. It is true that at some time in the future the existing road to Dallas should be improved, but such improvement can be deferred for a considerable length of time by construction of the new cutoff, which, as stated above, will materially alleviate present congestion.

This matter will be on the next agenda, and it is recommended that you approve the relocated survey, specifically between stations 622+00 and 657+00, a distance of 4.43 miles.

Very truly yours,

cc Mr. Williams
Mr. Smith

That

H. J. Williams
Acting State Highway Engineer

Dallas Ore
Route 1 Box 494
Nov 3rd 1951

Oregon State Hiway Dept.
Salem Oregon
Dear Sirs -

As a property owner who would be affected by the proposed new hi way between Rickreall and Dallas Corner, I wish to protest against it.

This farm has been my home for nearly thirty five years and has never been for sale, nor will it be for many years. It is a grain farm, and is farmed for me on a share crop rental basis. And returns a very substantial income each year. The proposed new hi way would damage it to a very great degree, not only from loss of acreage but also from the angles that will make much waste land taken out of cultivation.

With so many of our present state roads in need of improvement. It seems to me the logical use of the hi way funds would be to improve and widen these existing roads.

I expect to be present at the meeting to be held in the Imperial Hotel in Portland 11.15 A M Nov 9th

Yours truly
Elsie M Mann

RECEIVED
NOV 5 1951
R. C. WILLIAMS

November 2, 1951

Mr. G. F. Chambers
Salem Chamber of Commerce
Salem, Oregon

Dear Mr. Chambers:

We have your letter of October 31 relative to the attitude of the Salem Chamber of Commerce concerning improvement of the Salem-Dallas Highway and the construction of the proposed Rickreall-Dolph Corner Cut-off. Copies of your letter are being forwarded to members of the Highway Commission and to the Highway Engineer for their information.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

FAQ:md

cc - Commissioners

R. H. Baldock

TRADE CENTER OF
THE WILLAMETTE VALLEY

FOOD PROCESSING CENTER
OF THE PACIFIC NORTHWEST

Salem Chamber of Commerce

SALEM, OREGON

October 31, 1951

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

Several citizens of Polk County have contacted representatives of the Salem Chamber of Commerce recently relative to improvement of certain highways in their county. Our Chamber is definitely in favor of improvement of the Salem--Dallas Highway, as well as Highway 22, which is an extremely important link in the extention of Highway 222, a main East--West artery. We do not think it is proper for us to advise our Polk County neighbors as to which of these important developments should take precedence, nor do we feel that it is our province to attempt to advise the Highway Department as to the engineering practicability of any particular route or preference for highway improvement.

We are definitely in favor of both these important improvements, when practicable, and trust you may see your way clear for early action.

Very truly yours,

SALEM CHAMBER OF COMMERCE

by: G. F. Chambers

G. F. Chambers

GFC/ml

"Trail 'em to Salem"

AGENDA
NOV 8 1951
D-4

November 1, 1951

Mr. Jos. H. Harland

Riskreall, Oregon

Dear Mr. Harland:

This is to acknowledge your letter of October 30 requesting an appearance before the Highway Commission by yourself and other interested property owners concerning the proposed Riskreall to Dolph Corner highway change.

The next Commission meeting is to be held in Portland in the Green Room of the Imperial Hotel on November 8 and 9, 1951. Delegations are heard on the second day and I am pleased to allot you 15 minutes of time to appear before the Commission beginning at 11:15 a.m.

Copies of your letter are being forwarded to the members of the Commission and to the Highway Engineer for their information.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Cuery
Acting Secretary

FAQ:md

cc - Commissioners

R. H. Baldock

11:15 am
11/9/51

Rickreall, Oregon,
October 30, 1951.

Mr. H. B. Glaisyer,
Salem, Oregon.

Dear Sir:

On behalf of the property owners effected by the proposed Rickreall to Dolph Corner highway change, I am writing to ask that we, and all others interested, be given an opportunity to appear before the Highway Commission to express our disapproval of proposed ro ute.

I wish to refer you to my corrospondence of March 3rd. 1944 and your replies on March 6th. and June 21st., 1944. Your letters informed me, that our suggestions and etc. would be given due consideration when this matter came before the Highway Commission again, and unless I am entirely wrong, or the person who tipped me off was mistaken, none of the material was presented to the Highway Commission when they voted to proceed, at an early date, with construction of proposed route. I have copies of these letters on hand, and would suggest that you check your files for the originals and copies.

Very truly yours,

Jos. H. Harland

Jos. H. Harland.

127. 1425
Courtney

RECEIVED
1 1951
COMMISSION.

202 Main Street
Dallas, Oregon
October 29, 1951

R.H.Baldock
Oregon State Highway Dept
Salem, Oregon.

Dear Mr Baldock:

I am writing in protest to the new Rickreall-Dolph corner right-of-way which crosses my farm just west of Rickreall.
This survey will cut my land into two small triangle tracts and will greatly devalue it.
My land is planted to grain and is rented on a crop-lease basis which if a new highway cuts through it - it will greatly harm the value of my harvests.
I am very much opposed to this right-of-way and am voicing my opinion now, and I also intend to be present at the November hearing on same.

Yours very truly,

Anna Ryan

Anna Ryan

RECEIVED
NOV 6 1951
OREGON
STATE HIGHWAY COMMISSION

W. C. M...

...ed 1953

...n to
...ning
...her

John W. Cattrall

John W. Cattrall
Engineer, County and City Relations

JWC:MM
Att.

FORM E-30 2SH 9-51 47100

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 29, 1951

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

Attached is a letter from Judge Hayes of Polk County regarding the County's concurrence in the proposed 1953 FAS Rickreall-Dolph Corner project.

I have made no reply to this letter other than to acknowledge receipt and inform the Judge that I was turning this matter over to the State Highway Engineer for further consideration.

John W. Cattrall
Engineer, County and City Relations

JWC:MM
Att.

F-30 T
4267

October 26, 1951

Members of the State Highway Commission

Gentlemen:

Attached is a copy of a letter from a "Sincere Well Wisher."

While it is unsigned, it is an interesting letter in that it adds a sidelight to the sentiment concerning the cut-off from Richmond to Delph corner.

Very truly yours,

H. E. Gleisner, Secretary
OREGON STATE HIGHWAY COMMISSION

By:
Floyd Cuery
Acting Secretary

FAQ:ls
Enc.

Dallas, Oregon
Oct. 25th. 1951

State Highway Commission
Salem, Oregon

Gentlemen - I have been reading our local paper this morning and notice that our Chamber of Commerce are opposing the proposition of construction of the Coast Highway from Rickreall to the Dolph corner.
I have lived here over 50 years and have merchandised and been a member of the Chamber of Commerce, but have never agreed with the short sighted policies of the Chamber in fighting the things the Highway Commission wished to do.
I personally know every piece of land which the route would cross and feel sure it would increase the real value of the properties crossed.
As for Mr. Harland who is the one making the most effort to prevent it, I feel sure his place would be worth far more by having a decent road through it than it is now.
He has never had a real good road to his home.
As far as the oppisition of the Dallas Chamber of Commerce is concerned it is only the deisre of about a dozen who have their personal interests in mind and not the good of whole county.
I am hoping that you as a Commission will not be influenced by any such oppisition.
For obvious reasons I am not signing this as I have to make my living among these people.

A Sincere Well Wisher.

Dallas, Oregon
Oct. 25th. 1951

State Highway Commission
Salem, Oregon

Gentlemen - I have been reading our local paper this morning and notice that our Chamber of Commerce are opposing the proposition of construction of the Coast Highway from Rickreall to the Dolph corner.
I have lived here over 50 years and have merchandised and been a member of the Chamber of Commerce, but have never agreed with the short sighted policies of the Chamber in fighting the things the Highway Commission wished to do.
I personally know every piece of land which the route would cross and feel sure it would increase the real value of the properties crossed.
As for Mr. Harland who is the one making the most effort to prevent it, I feel sure his place would be worth far more by having a decent road through it than it is now.
He has never had a real good road to his home.
As far as the oppisition of the Dallas Chamber of Commerce is concerned it is only the deisre of about a dozen who have their personal interests in mind and not the good of the whole county.
I am hoping that you as a Commission will not be influenced by any such oppisition.
For obvious reasons I am not signing this as I have to make my living among these people.

A Sincere Well Wisher.

COPY

October 25, 1951

Mr. R. G. McFarland, President
Dallas Chamber of Commerce
Dallas, Oregon

Dear Mr. McFarland:

We have your letter of October 22nd concerning construction of the Dolph Corner-Rickreall cut-off and improvement of the Salem-Dallas and Kings Valley highways. You requested that consideration be given to repair and development of the Salem-Dallas and Kings Valley highways prior to construction of the new cut-off route.

Your letter is being referred to the State Highway Engineer for such investigation as is necessary. Copies of your letter are also being forwarded to the members of the Highway Commission for their information.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Avery
Acting Secretary

FAQ:md

cc - Commissioners

R. H. Baldock

DALLAS CHAMBER OF COMMERCE

DALLAS, OREGON

October 22, 1951

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

The proposed development of the plan of the State Highway Commission to complete the Dolph Corner-Rickreall cut-off has been presented by interested parties to the Dallas Chamber of Commerce, with the request that the Chamber go on record as against such a project.

After full discussion of the matter, along with consideration of the long-range highway development plan, it was determined that such a long-range plan is consistent with the need for state development of access highways to and from the Beaches and the Valley. However, the need for immediate expansion, repair, and rehabilitation of the Salem-Dallas highway as well as the Kings Valley Highway is daily more apparent to local residents and businessmen and it is believed that a traffic count will more than justify the attention of the Highway Commission to this traffic problem before the expenditure of funds to develop this new route.

It is requested that consideration be given the request that immediate attention be directed to the repair and development of the above mentioned existing highways because of the pressing and immediate needs of the county residents for a safe and convenient roadway over which they can pass in the conduct of their daily business.

Very truly yours,

DALLAS CHAMBER OF COMMERCE

R. G. McFarland, President

RGM/jcf

D A L L A S C H A M B E R O F C O M M E R C E

DALLAS, OREGON

October 22, 1951

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

The proposed development of the plan of the State Highway Commission to complete the Dolph Corner-Rickreall cut-off has been presented by interested parties to the Dallas Chamber of Commerce, with the request that the Chamber go on record as against such a project.

After full discussion of the matter, along with consideration of the long-range highway development plan, it was determined that such a long-range plan is consistent with the need for state development of access highways to and from the Beaches and the Valley. However, the need for immediate expansion, repair, and rehabilitation of the Salem-Dallas highway as well as the Kings Valley Highway is daily more apparent to local residents and businessmen and it is believed that a traffic count will more than justify the attention of the Highway Commission to this traffic problem before the expenditure of funds to develop this new route.

It is requested that consideration be given the request that immediate attention be directed to the repair and development of the above mentioned existing highways because of the pressing and immediate needs of the county residents for a safe and convenient roadway over which they can pass in the conduct of their daily business.

Very truly yours,

DALLAS CHAMBER OF COMMERCE

/s/ R. G. McFarland
R. G. McFarland, President

RGM/jf

Rickreall, Oregon
October 22, 1951

Mr. Chas. H. Reynolds
La Grande, Oregon

Dear Sir:

Your letter of the 16th received and contents noted. I will have to admit that it had quite a depressing effect, for I left your office with a feeling that you were a reasonable man and would not pre-judge our case without a hearing. I had also been under the halucination that we would be notified before anything was done in regard to this matter so that we could have at least had a hearing.

I have done considerable scouting around these last few days and find that it comes as a complete surprise, not only to us farmers, but to all the people who might possibly use the road. In particular I called on Mr. Chas. A. Sprague, and Mr. Clay Cochran in Salem, and both were very much surprised to learn of the matter. Mr. Sprague in particular was dumbfounded as to how the matter could have reached the point it has without some publicity.

The letter sent to the Polk County Court asking their approval in the matter will not be signed, and you will receive shortly a letter from them, The Chamber of Commerce, and the City Officials of Dallas, setting forth their views.

I realize, that I shall perhaps be crucified for my stand in this matter and that we shall have to fight for any protection we will need if this project goes through, which I have found out on previous occassions. I believe I am as interested in progress as anyone and that my past will demonstrate the same. If you would care to check on that I refer you to the June issue, 1949, of the Country Gentleman.

I realize that opposition to anything is entirely negative unless other plans are submitted and I feel that we are able, and have submitted two other plans which are entirely feasable and will serve the purpose and benefit all concerned more than the one you are proposing.

Very truly yours,

Jos. H. Harland

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF CHAS. H. REYNOLDS
LA GRANDE, OREGON

October 24, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

We are enclosing letters which concern J. H. Harland of Polk County. They are explanatory in themselves. You will remember that I telephoned you regarding this project several days ago.

Very truly yours,

Chas. H. Reynolds

CHR:da

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland

R. H. BALDOCK
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H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF CHAS. H. REYNOLDS
LA GRANDE, OREGON

October 24, 1951

Mr. Ben R. Chandler, Chairman
Oregon State Highway Commission
Coos Bay, Oregon

Mr. M. K. McIver, Member
Oregon State Highway Commission
Portland, Oregon

Gentlemen:

Attached you will find a copy of a letter from J. H. Harland.

Several days ago Mr. Harland stopped in the office and discussed the proposed construction of a highway from Rickreall to Dolph Corner. In our discussion I did not remember that this particular project had ever been discussed and told him so which, of course, was very satisfactory to him.

After he had left, I checked the secondary program and called Mr. Baldock and found that it is included in our tentative program for Secondary Federal aid for 1953. It is the fifth item on District 2 schedule, and we have approved an expenditure of $225,000.00 I immediately wrote and advised him that I had given the wrong information, and that it was on the program and approved for early consideration. The attached letter is the result.

Engineer Baldock advised that this project has been under discussion for a number of years but that Polk County had not as yet officially approved it.

I can see from the map that it would effect a considerable saving for through traffic from Salem to the coast, but if I were living in Dallas no doubt would oppose it.

Since this might be a one man crusade, perhaps there is no need for concern and if he has objections can present them to the commission in the usual manner.

Very truly yours,

Chas H Reynolds

CHR:da

Enc.

October 23, 1951

COPY

Oregon State Highway Commission
John W. Catrall, Engineer
County Seat Relations

The Oregon State Highway Commission has selected a four and four tenths grading and paving project between Dolph's corner and Rickreall at the estimated cost of 275,000 dollars and have asked the county court of Polk County to concur in this selection.

We do not have the location of the road and although the Federal Aid Highway Act of 1950 does prescribe that the counties shall concur in selection, we feel that this is a matter solely for the Highway Commission to act upon.

We have had a project, perhaps of two or three years ago, of approximately two miles between Fern's corner and Burn's corner on the King's Valley highway upon which federal money was spent for the building of a bridge and an approch-fill, which has never been completed. We, therefore, ask that before any other project is started, that this road be completed; as it affects the southern end of this county, also Benton and Lincoln counties in their travel to the state capitol. This is the only unpaved stretch of highway between Salem and Newport; and permits the transportation of logs and farm crops to their destination: Dallas and Salem.

POLK COUNTY COURT

(sgd) C. F. Hayes

C. F. Hayes, County Judge

CFH:djm

COPY

RECEIVED
SEP 23 1955
FOR FILING

NOTED
J. W. CATTRALL

October 23, 1951

Oregon State Highway Commission
John W. Cattrall, Engineer
County Seat Relations

The Oregon State Highway Commission has selected a four and four tenths grading and paving project between Dolph's corner and Rickreall at the estimated cost of 275 dollars and have asked the county court of Polk County to concur in this selection.

We do not have the location of the road and although the Federal Aid Highway Act of 1950 does prescribe that the counties shall concur in selection, we feel that this is a ~~matter~~ solely Matter for the Highway Commission to act upon.

We have had a project, perhaps of two or three years ago, of approximately two miles between Fern's corner and Burn's corner on the King's Valley highway upon which federal money was spent for the building of a bridge and an approch-fill, which has never been completed. We, therefore, ask that before any other project is started, that this road be completed; as it affects the southern end of this county, also Benton and Lincoln counties in their travel to the state capitol. This is the only unpaved stretch of highway between Salem and Newport; and permits the transportation of logs and farm crops to their destination: Dallas, and Salem.

POLK COUNTY COURT
C. I. Hayes

July 24, 1950

COPY

Mr. Robert W. Leufquist, Secretary
South Tillamook Coast Road Committee
Route 2, Box 77
Cloverdale, Oregon

Dear Sir:

We plan to reconstruct three bridges on the Little Nestucca Secondary Highway. One of these is already under contract, and we hope to advertise for bids on the other two structures at an early date. We are using steel truss spans which have been retired from the Pacific Highway at Cottage Grove and from the Salmon River Highway at Valley Junction. Thses spans will be completely overhauled before installation and are, we believe, adequate for the traffic on this highway.

I am attaching a print from a map showing the general line of the connection between Boyer and Dolph. This is a reconnaissance survey only, as no location has as yet been made. While there has been some talk about the making of this connection between the two highways, it has never been presented to the Highway Commission nor approved by them, and they are in no way committed to the construction of the project.

I will be in the Salem office on Monday, July 31, and would be glad to talk to you about the matter if this letter does not give you the information which you desire.

Very truly yours,

R. H. Baldock (WWS)
State Highway Engineer

GSP:gm
cc G. S. Paxson
Attached

FORM S-123 3M REVISED 6-51

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

June 21, 1944

Mr. Jos. H. Harland, President
Oregon Seed Growers League
Rickreall, Oregon

Dear Mr. Harland:

Reference is made to your letter of March 3, 1944 in regard to the proposed Rickreall-Salt Creek cutoff. The State Highway Commission at its last meeting had this matter under discussion together with a report from the Engineer on alternate routes that had been suggested for this improvement.

I thought that you would be interested to know that the Commission deferred the selection of a definite route for this proposed highway until some future time when it appears more necessary to make a selection than at present.

I was instructed by the Commission to so inform you and to state further that the Commission appreciates and values the suggestions that you have offered. These will be given due consideration when the matter again comes up for discussion.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

vs

FORM S-129 25M REVISED 6-51

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
J. M. DEVERS
Chief Counsel
H. B. GLAISYER
Secretary

March 6, 1944

Mr. Jos. H. Harland, President
Oregon Seed Growers League
Rickreall, Oregon

Dear Mr. Harland:

This acknowledges receipt of your letter of March 3, 1944 with regard to the proposed highway extending from Rickreall to Salt Creek. This is a matter that will have to have the attention of theState Highway Commission, so I will include it as one of the items on the Agenda for consideration at its next meeting.

The project that you mentioned originated a number of years ago. Its purpose was to provide a more direct route from the Salem district to the coast. Due to the scarcity of funds and for other reasons, no construction work on the cut-off has as yet been started, and so far as I know no definite plans have been made for this improvement, although it is one of the many projects that has been listed for consideration by the Commission in the formulation of its post war construction program. The Commission has not as yet decided such program and can not make a selection of projects until it knows how much money will be available from the federal government to assist in financing the work.

I am today forwarding copies of your letter to the individual members of the Highway Commission so that they will be informed of the contents, thereto, prior to the time that the matter comes up for dicussion.

Thanking you for your letter, I remain

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:aeo

FORM E-122 25M REVISED 6-51

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
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SECRETARY

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Thanking you for your letter, I remain

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:aeo

O R E G O N S E E D G R O W E R S L E A G U E

Serving Oregon's Seed Industry

Rickreall, Oreg.
March, 3, 1944.

State Highway Commission,
Salem, Oreg.

Dear Sirs:

About two years ago, I wrote you and included a petition signed by the landholders, whose farms would be ruined by the proposed Rickreall Salt Creek Cut-off.

You informed me, at that time, that if anything further was antisipated, in regard to this road you would inform me. Within the past ten days One of your highway pickup and crew was parked on my private road and apparently was trying to secure additional data on the road.

I do not believe the best interests of either Polk County or the residents of the city of Salem, will be greatly inhanced by proposed road.

The worst part of the Dallas Salem Highway is located between Rickreall and Brunks Corner. The People of Dallas and vicinity must of necessity use the road from Dallas to Rickreall. I believe your own traffic count shows that 80% of the traffic originates at Dallas or vicinity leaving 20% comming in from the North West direction.

It appears, therefor, to me that the proposition that I suggested in my previous letter, that you improve the Rickreall to Dallas section and that you branch off this highway, at Oak Villa or closer to Dallas, if possible with a road following a direct northerly direction and entering the Salt Creek road with a broad curve.

O R E G O N S E E D G R O W E R S L E A G U E

Serving Oregon's Seed Industry

We farmers, in Polk County, have considerable business to transact in our County seat. The largest warehouse in the County is located there and thousands of tons of farm products are marketed through this Cooperative orginazation.

We also, do thousands of dollars of business anually in Salem.

In closing, I wish to state, that before you proceed too far, I believe it would be advisable that a public hearing be held.

Very truly yours,

/s/ Jos. H. Harland.

Jos. H. Harland.

jhh/ah

OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP

DOLPH CORNER – RICKREALL SECTION

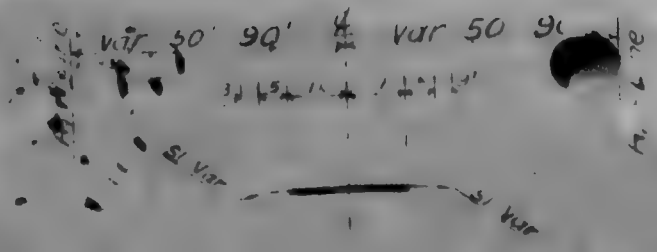
SALEM – DALLAS – COAST HIGHWAY

POLK COUNTY

Scale: 1" = 4,000' October, 1951

For Details See: 7B - 9 - 15

TYPICAL SECTION



E-32ℭ(2) Dolph Lumber Mercantile Bro. 1967
#ℭ48 (ℭ. ILLINOIS OCCAR FILE)

resolution attached from Thurston

STATE OF OREGON)
) ss
County of Marion)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached excerpts from the minutes of the meeting of the State Highway Commission held on May 26, 1955, covering a complete and final survey of the route and location of the Dolph Corner-Rickreall Section of the Willamina-Salem Highway in Polk County as the same appears in the minutes of said meeting, wherein official acts of the said Oregon State Highway Commission are recorded have been compared by me with the original of said portion of said minutes and that the same is a true and correct copy of said portion of said minutes.

IN WITNESS WHEREOF, I have hereunto set my hand and the official seal of the Oregon State Highway Commission this 24th day of September, 1955.

H B Glaisyer

Secretary
OREGON STATE HIGHWAY COMMISSION

Portland, Oregon
May 26, 1955

The meeting of the State Highway Commission resumed at 9:00 a.m. in the Green Room of the Imperial Hotel with the following persons present and participating:

Ben R. Chandler, Chairman
Charles H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

****

The Commission discussed the Engineer's reports on the completed surveys concerning which public hearings were held in Sheridan, Rickreall, and Dayton on May 24, 1955, as follows:

1. Salmon River Highway between a point approximately one mile east of Sheridan to Valley Junction, by-passing the cities of Sheridan and Willamina, Yamhill County.

2. Dolph Corner-Rickreall Section of the Willamina-Salem Highway, Polk County.

3. McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway, by-passing the city of Dayton, Yamhill County.

In connection therewith, the Commission gave consideration to arguments presented at the hearings by local groups. The Engineer recommended adoption of all three surveys as reported and that authority be granted to the Right of Way Department to proceed with negotiations for right of way. He pointed out that the Commission on November 9, 1951 formally adopted the survey for the Dolph Corner-Rickreall project so favorable action by the Commission at this time will simply be confirmation of the action previously taken. As a result of careful consideration of all the facts at hand, the Commission unanimously approved the surveys as recommended and authorized the right of way negotiations. The attached resolutions relative thereto marked EXHIBITS "J-3", "J-4", and "J-5" respectively, which resolutions by this reference are made a part hereof with like effect as though extended in full herein, were thereupon adopted by the Commission by unanimous vote upon motion of Commissioner Reynolds which was duly seconded by Commissioner McIver. The following statement relative to the action taken was thereupon approved by the Commission and released to the Press for immediate publication:

PRESS RELEASE BY THE OREGON STATE HIGHWAY COMMISSION

On May 24, the Oregon State Highway Commission held three public hearings, in accord with federal law, to obtain first-hand information about the proposed locations of state highways in the vicinity of Sheridan and Willamina, McMinnville and Dayton, Dallas and Rickreall. After listening to the evidence presented at the hearings and studying the engineering and economic data presented by the Engineering Staff, the Commission today made a decision with relation to the location of each of the projects.

With respect to the location of Oregon 18 near Sheridan and Willamina, the Commission decided on the selection of a direct line from a point about one mile east of Sheridan to a point near Wallace Bridge, by-passing the towns of Sheridan and Willamina, for the following reasons:

1. The bulk of the traffic has no reason to go through these towns and such movements cause this traffic an additional expense and loss of time as well as cause traffic congestion at peak-hour periods in each town.

2. It is the considered opinion of the Commission, based upon observation of by-passes of towns in Oregon as well as studies made elsewhere in the nation, that neither Sheridan nor Willamina will be handicapped to any serious degree by the loss of this traffic. On the other hand, the major monetary benefits to the road users, who after all pay for the highway, will be material by the building of the by-pass line. The present highway through Sheridan and Willamina will be maintained in satisfactory condition by the State Highway Commission to afford road service to these towns. In fact, at the present time the street in the town of Willamina is being widened by the State Highway Department.

3. By using the by-pass line, access to the highway can be controlled which protects the public investment and materially reduces accidents, with resultant property damage and loss of life.

The by-pass at Dayton was selected to provide for present and future traffic on a controlled access basis on a portion of a route which, when completed, will save three miles for north and south traffic on US 99W and reduce potential traffic hazards and congestion that would develop in Dayton's main street.

The Rickreall-Dolph Corner route of the Salem coast highway was selected after a careful engineering and economic analysis of various routes, some of which have been under investigation since 1950. The Commission feels that the route between Rickreall and Dolph Corner will give the road users the route that will provide them with the greatest monetary benefits.

The Commission feels keenly the need for building a road system not merely for today but for tomorrow so as to encourage and not to retard the growth of Oregon's economy which is so dependent upon motor transport in the movement of goods and services. Moreover, the Commission believes that, where possible, controlled access should be used to preserve the public investment in roads and to reduce accidents which cause loss of life and damage to property.

To this end, the Commission believes that it is better not to build a road at all than to fail to recognize the growth of traffic, the need to encourage the economy of Oregon by the reduction in the cost of movement of goods and services and the control of access to preserve the public investment and to prevent accidents. Attention is called to the fact that with controlled access no new business can develop alongside the proposed by-pass so that traffic must turn off and go into the town to secure service. As a result the private investment in the by-passed cities and towns will not be damaged by comeptition with new business alongside the new highway. The Commission's action is based upon engineering and economic facts and it believes that its selection will give the greatest benefit to the greatest number of people at the lowest cost.

The Commission approved and signed the following letter directed to the District Engineer of the Bureau of Public Roads requesting approval of the addition of the Dolph Corner-Rickreall Section to the Federal-aid highway system:

May 26, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

The State Highway Commission proposes now to add to the Federal-aid Primary Highway System in Oregon a route connecting the Pacific Highway East (F. A. Route 3) at Salem with the Salmon River Highway (F. A. Route 11) near Willamina, the general location of the route to be as indicated on the accompanying small scale map.

The proposed route has a length of 26.2 miles and carries an average daily traffic ranging from 6,800 immediately west of Salem to 1,500 at the Willamina end. It has become important during recent years as a part of a through connection from Salem to the Oregon Coast Highway and the ocean beaches. For 21.77 miles, the route traverses existing improved roads. The remaining 4.43 miles are new location.

The following is suggested as a suitable description for the proposed designation:

> Route 47. From a point on Federal-aid primary route 11 southwest of Willamina to a point on Federal-aid primary route 3 at Salem.

Official approval of this proposed addition to the Federal-aid primary system is requested and will be appreciated.

Requests for changes in the Federal-aid secondary system to eliminate the overlapping of systems which this addition to the primary system will entail, will be submitted if and when the addition has your approval.

Oregon State Highway Commission

By /s/ Ben R. Chandler
As Chairman

By /s/ Chas. H. Reynolds
As Commissioner

By /s/ M. K. McIver
As Commissioner

****

EXHIBIT "J-4"

Minutes of May 25 and 26, 1955

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Dolph Corner-Rickreall Section of the Willamina-Salem Highway in Polk County, and in connection therewith to prepare a map showing the route and location of said section of highway and to file said report and record with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed the said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the survey of the Dolph Corner-Rickreall Section of the Willamina-Salem Highway, beginning at a point on the Dallas-Coast Secondary Highway at Dolph Corner, 2.93 miles north of Dallas, (Engineer's Station 622+00), and ending at a point on the Salem-Dallas Highway in the westerly part of the town of Rickreall, (Engineer's Station 857+00), together with the map which, for identification purposes, bears the number 7B-9-15, and the date October, 1951, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Departments all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of a highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Departments to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That the survey of the section or unit of said Highway has been made within the meaning and purpose of Chapter 4, Oregon Laws 1947, commonly known as the Throughway Law, and was likewise made within the scope and purpose of the resolution approved and adopted by the Highway Commission November 3, 1948. Therefore, the construction of said state highway shall be accomplished pursuant to the provisions of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 26th day of May, 1955, as Survey Resolution No.62A, and shall be considered as confirmation of the action previously taken by this Commission by resolution on November 9, 1951.

****

STATE OF OREGON)
) ss
County of Marion)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached excerpt from the minutes of the meeting of the State Highway Commission held on November 9, 1951 with respect to the adoption of the location survey of the Dolph Corner-Rickreall route in Polk County as the same appears in the minutes of November 9, 1951, entered in Volume XXXVI of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded has been compared by me with the original, and that the same is a true and correct copy of said portions of the minutes and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the Oregon State Highway Commission this 24th day of September, 1955.

H B Glaisyer

Secretary
OREGON STATE HIGHWAY COMM.

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel, with the following persons present and participating:

Chas. H. Reynolds, Commissioner, Acting Chairman
Milo K. McIver, Commissioner
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2nd Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
C. H. Armstrong, Parks Superintendent
H. B. Glaisyer, Secretary

* * * * * *

Mr. J. H. Harland headed a delegation from the Town of Rickreall, Polk County, which registered objections to the proposed plan of the State Highway Commission for construction of a new highway extending from Rickreall to a connection with the Dallas-Coast State Secondary Highway at a place known as Dolph Corner. Others in the group were: Miss Elsie Monson, Mrs. Anna Ryan, M. J. Ryan, W. M. McDaniel, Howard Fleming, A. R. Cadle and W. H. Harland. In presenting their case, Mr. Harland (J.H.) read aloud a prepared statement setting forth their objections to the proposed highway, summarized as follows: (1) the proposed highway cuts across farm property at about a 45° angle, which will make it very difficult to operate the land and will nearly double the cost of operation; (2) it will necessitate the relocation of considerable drainage ditches, private roads and utilities; (3) every low spot that is crossed by the road will cause a surplus water problem; (4) the property owners affected are long-time residents of the district and do not wish to sell their properties at any price, but, if forced to do so, will demand maximum damages. Mr. Harland offered two alternative propositions, the first being a location extending from Oak Knoll Golf Course to Dolph Corner. A road in such location, he said, will provide a better route and will satisfy more people. He also said that it will be about 7.4 miles in length and will save about 4 miles of travel over the present route, whereas, the route proposed by the Highway Commission is 4.43 miles in length and will realize a saving of only 2.67 miles. He offered, if this route is adopted, to donate one-half of a 100 foot right of way across his holdings, about a mile and a quarter in length. He also stated that other property owners will be very liberal as to the right of way across their property. He urged adoption of such a route because it is not well adapted to home sites and because it will afford traffic an unobstructed view throughout most of its length; will eliminate considerable congestion at Rickreall and will result in a tremendous improvement over the existing situation at Derry Station. As a second alternate, Mr. Harland suggested modernization of the present highway from Brunk's Corner to Dallas with a new connection to Dolph's Corner. Many people,

he said, favor such routing, including quite a few from Salem. Others Speaking in behalf of the alternates suggested by Mr. Harland were Mr. Cadle and Mrs. Ryan. At the request of the Acting Chairman, the Engineer explained the benefits that would be received by the public if the proposed route between Rickreall and Dolph Corner were constructed. Such savings, he said, are the highest of any in the state, and the return to the public will be $12 for each $1 expended for construction of the road. He estimated the cost to construct the road at $295,000 and the cost to acquire right of way at about $100,000, or a total cost of about $395,000. He also said that the road will pay for itself within five years. He also gave figures on traffic volume. Acting Chairman Reynolds advised that this project is not a new one, but has been considered by the State Highway Commission for a long time, even prior to World War II, and that it has been given a lot of study by the engineers. He stated that the Commission realizes that the road will cut up some of the farms through which it passes, but, he said, that is not a new problem to the State Highway Commission and it seems there is no way to avoid it. He added that the Highway Commission will give every consideration to the objections offered at this meeting, although not much hope can be given that any changes in the plan as presently prepared will be approved. Mr. Harland again urged the Commission to give very careful consideration to the Golf Course-Dolph Corner alternate route, which, he said, will save four miles of travel (8 miles round trip) for loggers and others. He also referred to his offer to donate a portion of the right of way across his holdings, and he advised that if the Highway Commission desires to proceed in accordance with its present plan for a road between Rickreall and Dolph Corner, it will have to "pay through the nose" for the right of way. Acting Chairman Reynolds concluded the discussion by restating that the Commission will carefully consider the matter from every angle, and will decide the matter on the basis of doing the best thing for the greatest number of people.

Mr. Harland registered a complaint in reference to a drainage problem at Basket Slough bridge on US99W, about $2\frac{1}{4}$ miles north of Rickreall. He said that when this bridge was constructed in 1922, it acted as a dam, preventing the drainage of the surrounding territory and that his request for remedial measures when presented to the State Highway Department was denied, so he had to spend $500 of his own money to lower the grade under the bridge. The Engineer was instructed to look into the situation.

Following the departure of the group, discussion of the proposed highway between Rickreall and Dolph Corner was resumed. The Engineer was instructed to present a full report on the matter during the afternoon session. (The Engineer rendered his report later in the session. The Commission then unanimously adopted the location between Rickreall and Dolph Corner. See ahead for additional entry.)

* * * * * *

The meeting recessed for luncheon at 12:00 o'clock noon and reconvened at 1:30 p.m. with the same persons present and participating.

* * * * * *

Pursuant to instructions from the Commission earlier in the session, the Engineer rendered a report on the proposed highway extending from a junction with the Salem-Dallas Highway at Rickreall northwesterly to a connection with the Dallas-Coast State Secondary Highway at a place known as Dolph Corner, objections to which location were offered by residents of Rickreall and vicinity during the morning session. Also covered by the report was the alternate route recommended by the group, which extends from Oak Knoll Golf Course on the Salem-Dallas Highway to Dolph Corner and improvement of the present highway. Briefly the Engineer stated that several years ago, a former highway commission recognized the need for improving the existing highway between Dallas and Dolph Corner and ordered investigation of several different routes, one of which was the improvement of the present route north from Dallas, which, it developed, was not economically sound. The second was the route suggested by the delegation, between Oak Knoll Golf Course and Dolph Corner, and the third was the Rickreall route. The Oak Knoll route, he said, is 7.4 miles long, will provide a saving of 3.2 miles in distance under the present route through Dallas, and is estimated to cost $719,000, whereas the proposed route from Rickreall to Dolph Corner is 4.43 miles long, provides a saving of 2.67 miles in distance, and is estimated to cost only $395,000, including construction and right of way. He pointed out that the saving in distance is only 0.53 mile and that in order to realize it, it would cost the State about $324,000 which in his estimation is not justified. He also pointed out that the route from Oak Knoll Golf Course to Dolph Corner closely parallels for a considerable distance the existing highway which still would have to be maintained. Too, the adoption of either route would require purchase of farm property, the value of which along the Oak Knoll route probably would be somewhat less than along the other, because it is low ground, although any benefit that might be realized by reason of the lower unit cost of the land would be offset by the need to purchase considerably more right of way than along the Rickreall route. The Engineer also mentioned that considerable of the coast-bound traffic, which originates along US99W south of Rickreall will be affected were the Commission to adopt the Oak Knoll-Dolph Corner route. He pointed out the benefits that would accrue in connection with each of the routes, and advised that such benefits are vastly in favor of the route from Rickreall to Dolph Corner, which route will pay for itself in about two and one half years. The logical route and the best route, as determined by economic analysis, he said, is the one which connects with the Salem-Dallas Highway at Rickreall and he recommended adoption of such route by the Commission. After careful consideration of the report, motion was made by Commissioner McIver that the route of this proposed highway as surveyed, and as recommended by the Engineer, between Rickreall and Dolph Corner, be adopted by the Commission as a permanent route of this highway. The motion was seconded by Acting Chairman Reynolds,

who declared it carried by unanimous vote. The attached resolution relative thereto, marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission unanimously. The Right of Way Engineer was authorized by the Commission to proceed immediately with negotiations to acquire the right of way along the line of the adopted survey.

* * * * * *

EXHIBIT "I"

Minutes of November 8 and 9, 1951

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of a road or highway extending northwesterly from a junction with the Salem-Dallas State Primary Highway No. 30 at Rickreall, to a junction with the Dallas-Coast State Secondary Highway No. 192 at a point known as Dolph Corner, in Polk County, and in connection therewith to prepare a map showing the route and location of said section of highway and to file said report and record with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed the said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED By this Commission a majority of the members being present and affirmatively voting as follows:

1. That the survey of the Dolph Corner-Rickreall Section, beginning at the intersection with the Dallas-Coast Secondary Highway at Dolph Corner, (Engineer's Station 622+00) and ending at the intersection with the Salem-Dallas Highway in the westerly part of the town of Rickreall, (Engineer's Station 857+00), together with the map which for identification purposes bears the number 7B-9-15 and the date of October, 1951, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Departments all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of a highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Departments to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That the survey of the section or unit of said highway has been made within the meaning and purpose of Chapter 4, Oregon Laws 1947, commonly known as the Throughway Law, and was likewise made within the scope and purpose of the resolution approved and adopted by the Highway Commission, November 3, 1948. Therefore, the construction of said state highway shall be accomplished pursuant to the provisions of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 9th day of November, 1951.

Approved by Resolution #6278 - Salem - Wilsonville Highway 6-26-53

EXHIBIT "I"

MINUTES OF Nov. 8-9, 1951

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of a road ~~the Dolph Corner-Rickreall Section of the Highway~~ in Polk County, and in connection therewith to prepare a map showing the route and location of said section of highway and to file said report and record with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed the said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, a majority of the members being present and affirmatively voting as follows:

1. That the survey of the Dolph Corner-Rickreall Section, beginning at the intersection with the Dallas-Coast Secondary Highway at Dolph Corner, (Engineer's Station 622+00) and ending at the intersection with the Salem-Dallas Highway in the westerly part of the town of Rickreall, (Engineer's Station 857+00), together with the map which for identification purposes bears the number 7B-9-15 and the date of October, 1951, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Departments all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of a highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Departments to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That the survey of the section or unit of said Highway has been made within the meaning and purpose of Chapter 4, Oregon Laws 1947, commonly known as the Throughway Law, and was

Adopted by Highway Commission
Date November 9, 1951
H. L. Kenyon

likewise made within the scope and purpose of the resolution approved and adopted by the Highway Commission, November 3, 1948. Therefore, the construction of said state highway shall be accomplished pursuant to the provisions of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 9th day of November, 1951.

OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP

DOLPH CORNER – RICKREALL SECTION

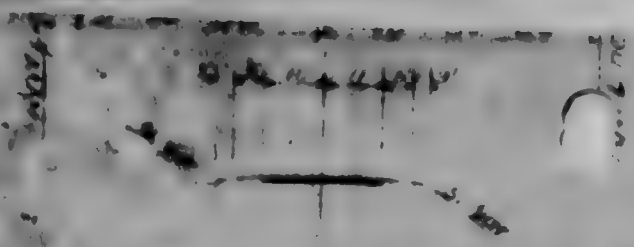
SALEM – DALLAS – COAST HIGHWAY

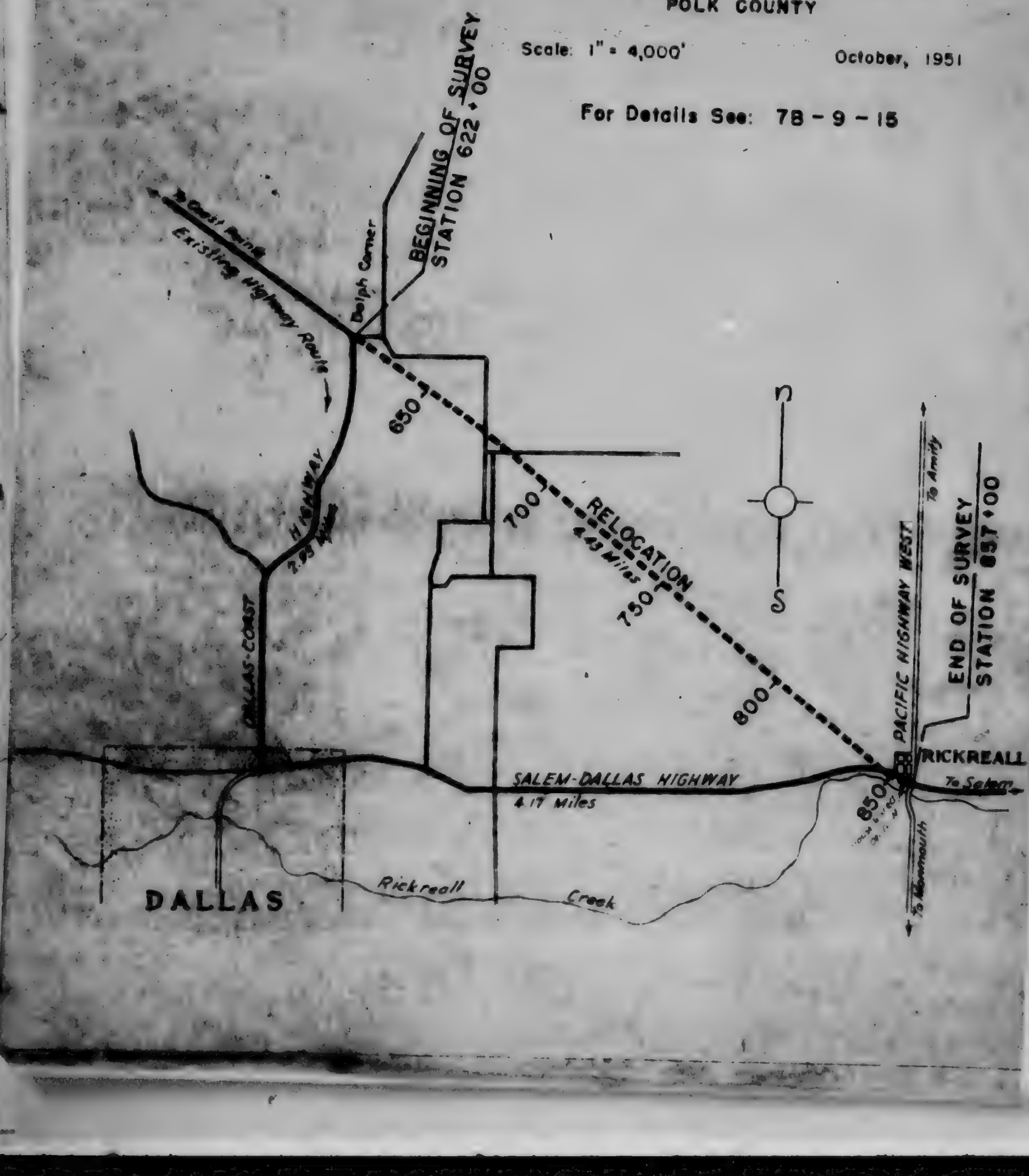
POLK COUNTY

Scale: 1" = 4,000' October, 1951

For Details See: 78 – 9 – 15

TYPICAL SECTION





NOTED
H. B. GLAISYER

Portland, Oregon
November 9, 1951
Volume 36
Page 18953

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel, with the following persons present and participating:

Chas H. Reynolds, Commissioner, Acting Chairman
Milo K. McIver, Commissioner
W. C. Williams, 1st Assistant State Highway Engineer
H. H. Stiffler, 2nd Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
C. H. Armstrong, Parks Superintendent
H. B. Glaisyer, Secretary

* * * * * *

Mr. J. H. Harland headed a delegation from the Town of Rickreall, Polk County, which registered objections to the proposed plan of the State Highway Commission for construction of a new highway extending from Rickreall to a connection with the Dallas-Coast State Secondary Highway at a place known as Dolph Corner. Others in the group were : Miss Elsie Monson, Mrs. Anna Ryan, M. J. Ryan, W. M. McDaniel, Howard Fleming, A. R. Cadle and W. H. Harland. In presenting their case, Mr. Harland (J.H.) read aloud a prepared statement setting forth their objections to the proposed highway, summarized as follows: (1) the proposed highway cuts across farm property at about a 45° angle, which will make it very difficult to operate the land and will nearly double the cost of operation; (2) it will necessitate the relocation of considerable drainage ditches, private roads and utilities; (3) every low spot that is crossed by the road will cause a surplus water problem; (4) the property owners affected are long-time residents of the district and do not wish to sell their properties at any price, but, if forced to do so, will demand maximum damages. Mr. Harland offered two alternative propositions, the first being a location extending from Oak Knoll Golf Course to Dolph Corner. A road in such location, he said, will provide a better route and will satisfy more people. He also said that it will be about 7.4 miles in length and will save about 4 miles of travel over the present route, whereas, the route proposed by the Highway Commission is 4.43 miles in length and will realize a saving of only 2.67 miles. He offered, if this route is adopted, to donate one-half of a 100 foot right of way across his holdings, about a mile and a quarter in length. He also stated that other property owners will be very liberal as to the right of way across their property. He urged adoption of such a route because it is not well adapted to home sites and because it will afford traffic an unobstructed view throughout most of its length; will eliminate considerable congestion at Rickreall and will result in a tremendous improvement over the existing situation at Derr, Station. As a second alternate, Mr. Harland suggested modernization of the present highway from Brunk's Corner to Dallas with a new connection to Dolph's Corner. Many people,

he said, favor such routing, including quite a few from Salem. Others speaking in behalf of the alternates suggested by Mr. Harland were Mr. Cadle and Mrs. Ryan. At the request of the Acting Chairman, the Engineer explained the benefits that would be received by the public if the proposed route between Rickreall and Dolph Corner were constructed. Such savings, he said, are the highest of any in the state, and the return to the public will be $12 for each $1 expended for construction of the road. He estimated the cost to construct the road at $295,000 and the cost to acquire right of way at about $100,000, or a total cost of about $395,000. He also said that the road will pay for itself within five years. He also gave figures on traffic volume. Acting Chairman Reynolds advised that this project is not a new one, but has been considered by the State Highway Commission for a long time, even prior to World War II, and that it has been given a lot of study by the engineers. He stated that the Commission realizes that the road will cut up some of the farms through which it passes, but, he said, that is not a new problem to the State Highway Commission and it seems there is no way to avoid it. He added that the Highway Commission will give every consideration to the objections offered at this meeting, although not much hope can be given that any changes in the plan as presently prepared will be approved. Mr. Harland again urged the Commission to give very careful consideration to the Golf Course-Dolph Corner alternate route, which, he said, will save four miles of travel (8 miles round trip) for loggers and others. He also referred to his offer to donate a portion of the right of way across his holdings, and he advised that if the Highway Commission desires to proceed in accordance with its present plan for a road between Rickreall and Dolph Corner, it will have to "pay through the nose" for the right of way. Acting Chairman Reynolds concluded the discussion by restating that the Commission will carefully consider the matter from every angle, and will decide the matter on the basis of doing the best thing for the greatest number of people.

Mr. Harland registered a complaint in reference to a drainage problem at Basket Slough bridge on US99W, about 2½ miles north of Rickreall. He said that when this bridge was constructed in 1922, it acted as a dam, preventing the drainage of the surrounding territory and that his request for remedial measures when presented to the State Highway Department was denied, so he had to spend $500 of his own money to lower the grade under the bridge. The Engineer was instructed to look into the situation.

Following the departure of the group, discussion of the proposed highway between Rickreall and Dolph Corner was resumed. The Engineer was instructed to present a full report on the matter during the afternoon session. (The Engineer rendered his report later in the session. The Commission then unanimously adopted the location between Rickreall and Dolph Corner. See ahead for additional entry.)

* * * * * *

The meeting recessed for luncheon at 12:00 o'clock noon and reconvened at 1:30 p.m. with the same persons present and participating.

* * * * * * *

Pursuant to instructions from the Commission earlier in the session, the Engineer rendered a report on the proposed highway extending from a junction with the Salem-Dallas Highway at Rickreall northwesterly to a connection with the Dallas-Coast State Secondary Highway at a place known as Dolph Corner, objections to which location were offered by residents of Rickreall and vicinity during the morning session. Also covered by the report was the alternate route recommended by the group, which extends from Oak Knoll Golf Course on the Salem-Dallas Highway to Dolph Corner and improvement of the present highway. Briefly the Engineer stated that several years ago, a former highway commission recognized the need for improving the existing highway between Dallas and Dolph Corner and ordered investigation of several different routes, one of which was the improvement of the present route north from Dallas, which, it developed, was not economically sound. The second was the route suggested by the delegation, between Oak Knoll Golf Course and Dolph Corner, and the third was the Rickreall route. The Oak Knoll route, he said, is 7.4 miles long, will provide a saving of 3.2 miles in distance under the present route through Dallas, and is estimated to cost $719,000, whereas the proposed route from Rickreall to Dolph Corner is 4.43 miles long, provides a saving of 2.67 miles in distance, and is estimated to cost only $395,000, including construction and right of way. He pointed out that the saving in distance is only 0.53 mile and that in order to realize it, it would cost the State about $324,000 which in his estimation is not justified. He also pointed out that the route from Oak Knoll Golf Course to Dolph Corner closely parallels for a considerable distance the existing highway which still would have to be maintained. Too, the adoption of either route would require purchase of farm property, the value of which along the Oak Knoll route probably would be somewhat less than along the other, because it is low ground, although any benefit that might be realized by reason of the lower unit cost of the land would be offset by the need to purchase considerably more right ofway than along the Rickreall route. The Engineer also mentioned that considerable of the coast-bound traffic, which originates along US99W south of Rickreall will be affected were the Commission to adopt the Oak Knoll-Dolph Corner route. He pointed out the benefits that would accrue in connection with each of the routes, and advised that such benefits are vastly in favor of the route from Rickreall to Dolph Corner, which route will pay for itself in about two and one half years. The logical route and the best route, as determined by economic analysis, he said, is the one which connects with the Salem-Dallas Highway at Rickreall and he recommended adoption of such route by the Commission. After careful consideration of the report, motion was made by Commissioner McIver that the route of this proposed highway as surveyed, and as recommended by the Engineer, between Rickreall and Dolph Corner, be adopted by the Commission as a permanent route of this highway. The motion was seconded by Acting Chairman Reynolds,

who declared it carried by unanimous vote. The attached resolution relative thereto, marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission unanimously. The Right of Way Engineer was authorized by the Commission to proceed immediately with negotiations to acquire the right of way along the line of the adopted survey.

* * * * * *

Approved by Production & Co-ordination Committee - Salem - 6-26-50 - Wilsonville Highway

EXHIBIT "I"

MINUTES OF Nov. 8-9, 1951

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of a new ~~the Dolph Corner-Rickreall Section of the~~ ~~Highway~~ in Polk County, and in connection therewith to prepare a map showing the route and location of said section of highway and to file said report and record with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed the said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, a majority of the members being present and affirmatively voting as follows:

1. That the survey of the Dolph Corner-Rickreall Section, beginning at the intersection with the Dallas-Coast Secondary Highway at Dolph Corner, (Engineer's Station 622+00) and ending at the intersection with the Salem-Dallas Highway in the westerly part of the town of Rickreall, (Engineer's Station 857+00), together with the map which for identification purposes bears the number 7B-9-15 and the date of October, 1951, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Departments all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of a highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Departments to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That the survey of the section or unit of said Highway has been made within the meaning and purpose of Chapter 4, Oregon Laws 1947, commonly known as the Throughway Law, and was

Adopted by Highway Commission
Date November 9, 1951
H. H. Heaney

likewise made within the scope and purpose of the resolution approved and adopted by the Highway Commission, November 3, 1948. Therefore, the construction of said state highway shall be accomplished pursuant to the provisions of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 9th day of November, 1951.

OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP

DOLPH CORNER – RICKREALL SECTION

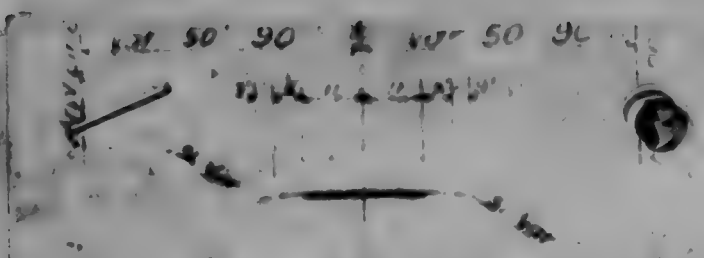
SALEM – DALLAS – COAST HIGHWAY

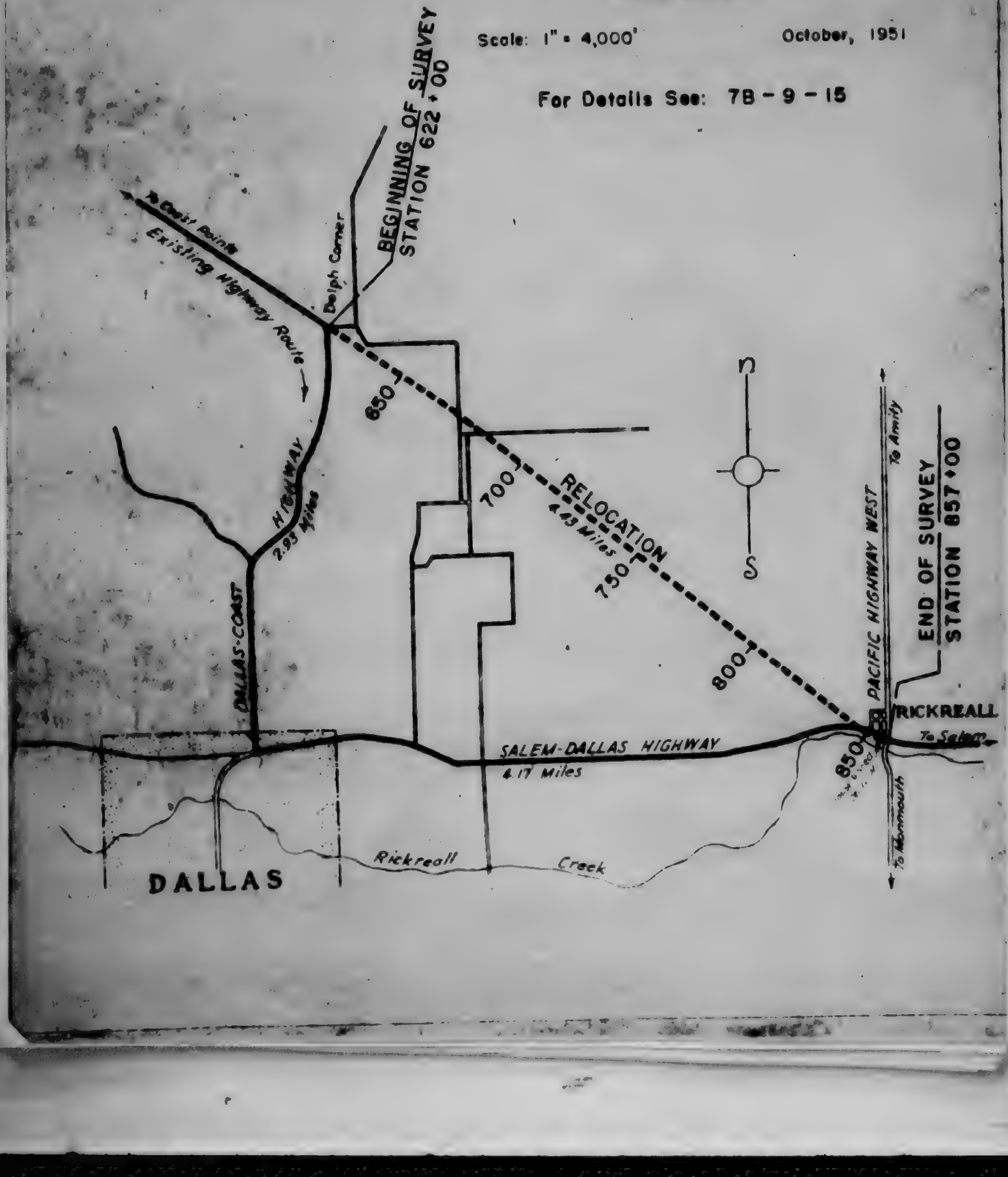
POLK COUNTY

Scale: 1" = 4,000' October, 1951

For Details See: 7B – 9 – 15

TYPICAL SECTION





Portland, Oregon
May 26, 1955

The meeting of the State Highway Commission resumed at 9:00 a.m. in the Green Room of the Imperial Hotel with the following persons present and participating:

Ben R. Chandler, Chairman
Charles H. Reynolds, Commissioner
D. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

The Commission discussed the Engineer's reports on the completed surveys concerning which public hearings were held in Sheridan, Rickreall, and Dayton on May 24, 1955, as follows:

1. Salmon River Highway between a point approximately one mile east of Sheridan to Valley Junction, by-passing the cities of Sheridan and Willamina, Yamhill County.

2. Delph Corner-Rickreall Section of the Willamina-Salem Highway, Polk County.

3. McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway, by-passing the city of Dayton, Yamhill County.

In connection therewith, the Commission gave consideration to arguments presented at the hearings by local groups. The Engineer recommended adoption of all three surveys as reported and that authority be granted to the Right of Way Department to proceed with negotiations for right of way. He pointed out that the Commission on November 9, 1951 formally adopted the survey for the Delph Corner-Rickreall project so favorable action by the Commission at this time will simply be confirmation of the action previously taken. As a result of careful consideration of all the facts at hand, the Commission unanimously approved the surveys as recommended and authorized the right of way negotiations. The attached resolutions relative thereto marked EXHIBITS "J-3", "J-4", and "J-5" respectively, which resolutions by this reference are made a part hereof with like effect as though extended in full herein, were thereupon adopted by the Commission by unanimous vote upon motion of Commissioner Reynolds which was duly seconded by Commissioner McIver. The following statement relative to the action taken was thereupon approved by the Commission and released to the Press for immediate publication:

PRESS RELEASE BY THE OREGON STATE HIGHWAY COMMISSION

On May 24, the Oregon State Highway Commission held three public hearings, in accord with federal law, to obtain first-hand information about the proposed locations of state highways in the vicinity of Sheridan and Willamina, McMinnville and Dayton, Dallas and Rickreall. After listening to the evidence presented at the hearings and studying the engineering and economic data presented by the Engineering Staff, the Commission today made a decision with relation to the location of each of the projects.

With respect to the location of Oregon 18 near Sheridan and Willamina, the Commission decided on the selection of a direct line from a point about one mile east of Sheridan to a point near Wallace Bridge, by-passing the towns of Sheridan and Willamina, for the following reasons:

1. The bulk of the traffic has no reason to go through these towns and such movements cause this traffic an additional expense and loss of time as well as cause traffic congestion at peak-hour periods in each town.

2. It is the considered opinion of the Commission, based upon observation of by-passes of towns in Oregon as well as studies made elsewhere in the nation, that neither Sheridan nor Willamina will be handicapped to any serious degree by the loss of this traffic. On the other hand, the major monetary benefits to the road users, who after all pay for the highway, will be material by the building of the by-pass line. The present highway through Sheridan and Willamina will be maintained in satisfactory condition by the State Highway Commission to afford road service to these towns. In fact, at the present time the street in the town of Willamina is being widened by the State Highway Department.

3. By using the by-pass line, access to the highway can be controlled which protects the public investment and materially reduces accidents, with resultant property damage and loss of life.

The by-pass at Dayton was selected to provide for present and future traffic on a controlled access basis on a portion of a route which, when completed, will save three miles for north and south traffic on US 99W and reduce potential traffic hazards and congestion that would develop in Dayton's main street.

The Rickreall-Dolph Corner route of the Salem coast highway was selected after a careful engineering and economic analysis of various routes, some of which have been under investigation since 1950. The Commission feels that the route between Rickreall and Dolph Corner will give the road users the route that will provide them with the greatest monetary benefits.

The Commission feels keenly the need for building a road system not merely for today but for tomorrow so as to encourage and not to retard the growth of Oregon's economy which is so dependent upon motor transport in the movement of goods and services. Moreover, the Commission believes that, where possible, controlled access should be used to preserve the public investment in roads and to reduce accidents which cause loss of life and damage to property.

To this end, the Commission believes that it is better not to build a road at all than to fail to recognize the growth of traffic, the need to encourage the economy of Oregon by the reduction in the cost of movement of goods and services and the control of access to preserve the public investment and to prevent accidents. Attention is called to the fact that with controlled access no new business can develop alongside the proposed by-pass so that traffic must turn off and go into the town to secure service. As a result the private investment in the by-passed cities and towns will not be damaged by competition with new business alongside the new highway. The Commission's action is based upon engineering and economic facts and it believes that its selection will give the greatest benefit to the greatest number of people at the lowest cost.

The Commission approved and signed the following letter directed to the District Engineer of the Bureau of Public Roads requesting approval of the addition of the Dolph Corner-Rickreall Section to the Federal-aid highway system:

May 26, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

The State Highway Commission proposes now to add to the Federal-aid Primary Highway System in Oregon a route connecting the Pacific Highway East (F. A. Route 3) at Salem with the Salmon River Highway (F. A. Route 11) near Willamina, the general location of the route to be as indicated on the accompanying small scale map.

The proposed route has a length of 26.2 miles and carries an average daily traffic ranging from 6,800 immediately west of Salem to 1,500 at the Willamina end. It has become important during recent years as a part of a through connection from Salem to the Oregon Coast Highway and the ocean beaches. For 21.77 miles, the route traverses existing improved roads. The remaining 4.43 miles are new location.

The following is suggested as a suitable description for the proposed designation:

> Route 47. From a point on Federal-aid primary route 11 southwest of Willamina to a point on Federal-aid primary route 3 at Salem.

Official approval of this proposed addition to the Federal-aid primary system is requested and will be appreciated.

Requests for changes in the Federal-aid secondary system to eliminate the overlapping of systems which this addition to the primary system will entail, will be submitted if and when the addition has your approval.

Oregon State Highway Commission

By /s/ Sam H. Chandler
As Chairman

By /s/ Chas. H. Reynolds
As Commissioner

By /s/ H. K. McIver
As Commissioner

RESOLUTION

EXHIBIT 3-A
COM. MEETING 5-26-55

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Dolph Corner-Rickreall Section of the Willamina-Salem Highway in Polk County, and in connection therewith to prepare a map showing the route and location of said section of highway and to file said report and record with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed the said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the survey of the Dolph Corner-Rickreall Section of the Willamina-Salem Highway, beginning at a point on the Dallas-Coast Secondary Highway at Dolph Corner, 2.93 miles north of Dallas, (Engineer's Station 622+00), and ending at a point on the Salem-Dallas Highway in the westerly part of the town of Rickreall, (Engineer's Station 857+00), together with the map which, for identification purposes, bears the number 7B-9-15, and the date October, 1951, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Departments all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of a highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Departments to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

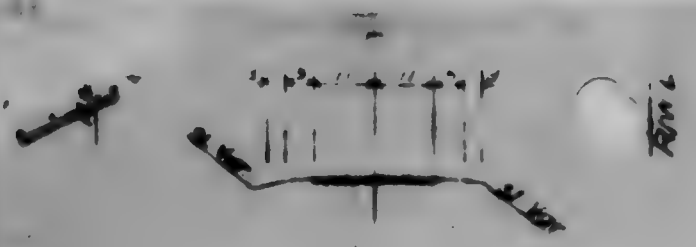
4. That the survey of the section or unit of said Highway has been made within the meaning and purpose of Chapter 4, Oregon Laws 1947, commonly known as the Throughway Law, and was likewise made within the scope and purpose of the resolution approved and adopted by the Highway Commission

Adopted by Highway Commission
Date May 26, 1955
Secretary

OFFICE COPY
OFFICE COPY

November 3, 1948. Therefore, the construction of said state highway shall be accomplished pursuant to the provisions of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 26th day of May, 1955, as Survey Resolution No. 62A, and shall be considered as confirmation of the action previously taken by this Commission by resolution on November 9, 1951.



TYPICAL SECTION

OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP

DOLPH CORNER – RICKREALL SECTION

~~SALEM-DALLAS-COAST~~ Willamina-Salem HIGHWAY

POLK COUNTY

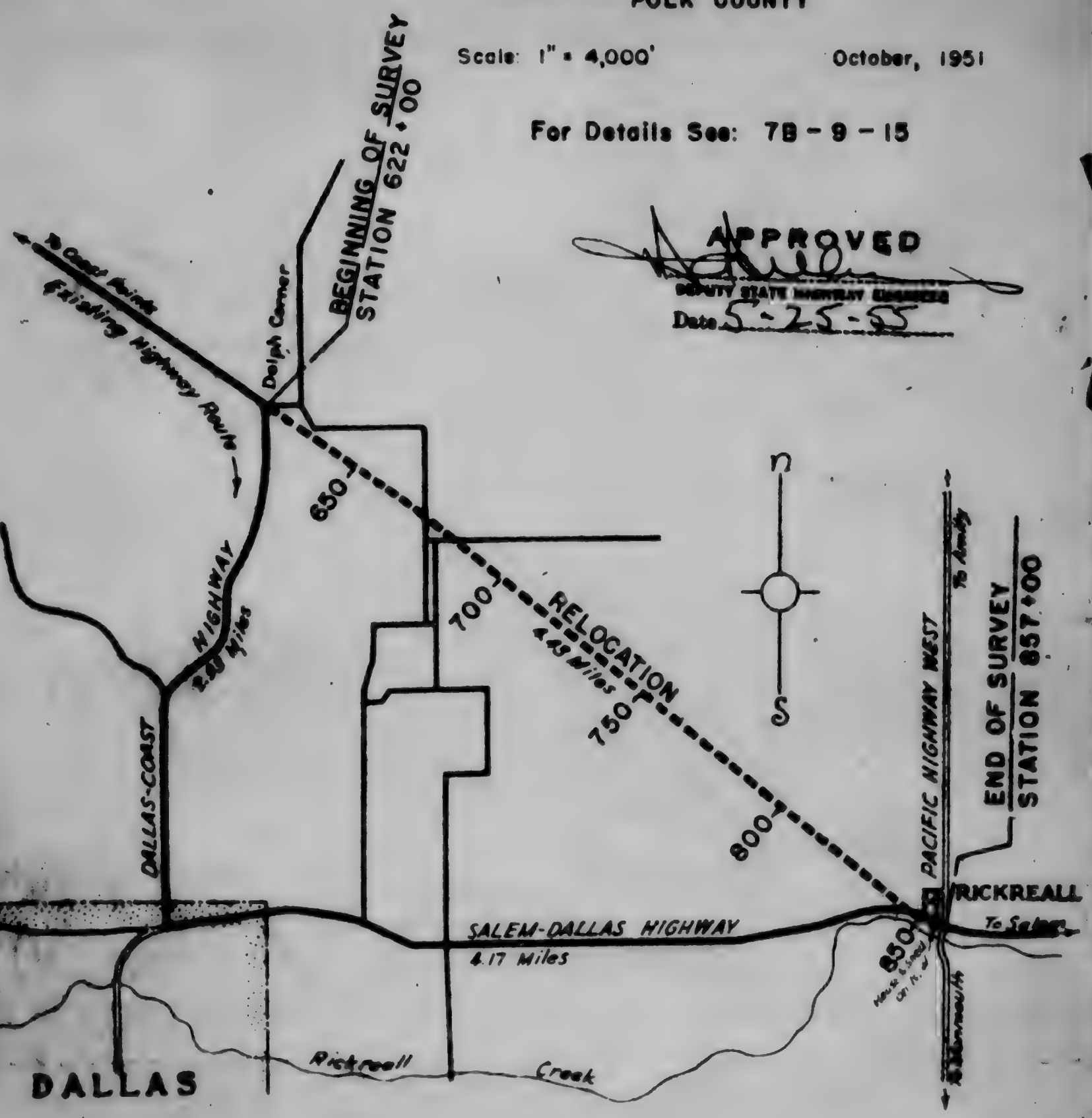
Scale: 1" = 4,000' October, 1951

For Details See: 7B - 9 - 15

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 5-25-55



STATE OF OREGON)
) ss
County of Marion)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached excerpt covering Designation of Secondary Highways in Polk County as the same appears in the minutes of November 13, 1931, Volume XVI of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded has been compared by me with the original excerpt and that the same is a true and correct copy of said excerpt and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and the official seal of the Oregon State Highway Commission this 24th day of September, 1955.

H B Glaisyer

Secretary
OREGON STATE HIGHWAY COMMISSION

Portland, Oregon, November 12, 1931

The State Highway Commission met in Room 570 Multnomah County Court House at 10:00 o'clock A.M. Present were:

J. C. Ainsworth, Chairman
Chas. K. Spaulding, Commissioner
Wm. Manley, Commissioner
Roy A. Klein, State Highway Engineer
H. B. Claisyer, Secretary

* * * * * *

Page 3126

The Commission adjourned at 5:25 o'clock P.M. and announcement was made by the Chairman that the Commission will reconvene in Multnomah County Court House at 9:30 o'clock the following morning--the room to be designated later.

* * * * * *

Portland, Oregon, November 13, 1931

The State Highway Commission reconvened at 9:30 o'clock A.M. in Room 401 Multnomah County Court House with all members, State Highway Engineer and the Secretary present.

* * * * * *

Page 3127

County Judge G. L. Hawkins of Polk County discussed with the Commission the matter of the designation of secondary state highways in that county. After a full discussion, it was mutually agreed that the following roads shall be designated as secondary state highways:

Dallas-Coast Road	15.6	miles
Wallace Road	9.8	"
Independence-Salem Road	5.7	"
Dallas-Kings Valley Road	9.8	"
Independence-Kings Valley Road	15.7	"

The Independence-Kings Valley Road was included with the understanding that the County will execute an agreement with the State guaranteeing to contribute the sum of $5,000 per year in the construction and maintenance of this road.

* * * * * *

STATE OF OREGON)
) ss
County of Marion)

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* * * * * *

STATE OF OREGON)
) ss
County of Marion)

I, H. B. Glaiseyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached excerpts from the minutes of the meeting of the Oregon State Highway Commission of December 6, 1933, entered on pages 4491, 4500, 4518, and 4525 in Volume XVIII Part 2 of the minute book with respect to the adoption of a formal resolution listing the roads included in the Secondary State Highway System as the same pertains to Polk County, have been compared by me with the original, and that the same are true and correct copies of said portions of the minutes and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the Oregon State Highway Commission this 24th day of September, 1955.

H. B. Glaiseyer

Secretary
OREGON STATE HIGHWAY COMM.

Portland, Oregon, December 6, 1933

The State Highway Commission met at seven o'clock P. M. in Room 1204, Benson Hotel. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

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Page 4500

The Secretary reported that the records of the Commission do not show that the Commission by formal resolution has adopted as secondary state highways any of the roads now included in the secondary state highway system, this matter having been taken care of, he said, by a short minute entry showing the Commission's unanimous approval of the resolutions adopted by the several county courts requesting such designations. He further advised that it is now the Attorney's opinion that the Commission should adopt these roads as secondary highways by formal resolution, and recommended that this be done now to complete the record. The Secretary's recommendation was approved by the Commission and the following resolution relative thereto was offered and adopted by the Commission by unanimous vote upon motion of Commissioner Washburne which was duly seconded by Commissioner Aldrich:

WHEREAS, under the provisions of Chapter 248, Laws of 1931, the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the state, is authorized and empowered to select, locate and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads, or available locations or routes of the several counties; and

WHEREAS, the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the state, has selected the highways hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said highways as the highways to constitute, together with other highways which may hereafter from time to time be added, the system of secondary state highways under the provisions of said act;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting and participating, as follows:

************ Page 4518

53. That the following named highways, routes, or locations of highways in Polk County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary

state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Salem-Dayton Secondary State Highway Number 150, described as follows:

Being all of Market Road No. 5, beginning at the Salem-Dallas Highway at West Salem and extending in a northerly direction to the Yamhill County line, a distance of approximately 9.8 miles.

Kings Valley Secondary State Highway Number 190, described as follows:

Being all of Market Road No. 15, beginning at the West Side Pacific Highway south of Monmouth and extending in a southwesterly direction via Lewisville and Pedee to the Benton County line, a distance of approximately 15.7 miles.

State
Dallas-Kings Valley Secondary Highway Number 191, described as follows:

Being all of Market Road No. 8, beginning at Dallas and extending in a southerly direction to the Independence-Kings Valley Road near Lewisville, a distance of approximately 10 miles.

Dallas-Coast Secondary State Highway Number 192, described as follows:

Being all of Market Road No. 16, beginning at the Salem-Dallas Highway at Dallas and extending in a northwesterly direction via Buell to the McMinnville-Tillamook Highway at what is known as the Wallace Bridge, a distance of approximately 15.6 miles.

Independence-Secondary State Highway Number 193, described as follows:

Being all of Market Road No. 14, beginning at the Salem-Dallas Highway at what is known as Brunks Corner and extending in a southerly direction to Independence, a distance of 5.7 miles.

54. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

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Page 4525

73. That the Engineer be and he hereby is authorized to make proper surveys with respect to the physical location upon the ground of each of said roads and properly file in the records of the Commission all of said data.

74. That this resolution be entered in the minutes of the Commission and a duly certified copy thereof mailed to each county court of the respective counties named herein.

****

1:00 p.m.
Rickreall, Oregon
May 24, 1955

The State Highway Commission held a public hearing in the Rickreall Grange Hall in Rickreall. 85 persons were present. The meeting was called to order at 1:00 p.m. by Commission Reynolds. The following personel from the Highway Department were present.

Chas. H. Reynolds, Acting Chairman
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
H. B. Glaisyer, Secretary

Clnirman Chandler was excused.

Reynolds — This meeting today is held to present and consider the possibility of constructing the new highway that would lead to the coast from Salem and Rickreall. Before we have presentation of the engineering features of it, would like to introduce Mr. McIver the other Commissioner. My name is Reynolds and the other member, Mr. Chandler, is unable to be here this afternoon. (He introduced the rest of the group). In order that we may know what are the reasons for this hearing at this time I would like to have our Engineer explain to you people the engineering features and possibilities in what the future may bring in connection with this proposed construction. This has been a matter that has been discussed for a good many years and it appears now is an opportune time to in prove and modernize the road and that is the reason for the hearing so the Commission can make their decision. Mr. Baldock will explain the map.

Baldock — In order to make engineering economic analysis of situation of this kind, must consider total effect of the problem. Find traffic at point c is about 3,800 vehicles and point f 3,600. Origin and destination studies indicate if bypass or cutoff were built from c toward a leading to cost that would divert from 3800 from point c about 800, leaving 3,000 between g and c or from Dallas to Salem. With the increase of the population of this area and traffic, time is not far distant until it would be necessary to improve Salem-Sallas road so in order to make a true picture it is necessary to add to any lines cost of improving Salem-Dallas road. There are four lines investigated. Line one - Basket Slough - line in green is the shortest line 7.39 miles, cost $886,500, including separation of SP railroad. When there is added to that cost of improvement from point g to c $768,500, total cost involved in the selection of the green line a would be $1,653,500. Line 2 - yellow - next shortest line .5 of a mile longer than line 1, total of 7.43 miles between a and c. Cost including section between e and g is $1,281,500. Cost without e-g $1,020,500. To obtain same objective it is about $400,000 cheaper than that line. Disadvantage of yellow line. Necessary to keep up other road serving people. Line 3 in red - Rickreall-Dolph Corner has distance between a and c 7.84 miles. .41 of a mile longer than green line and .4 of a mile longer than yellow line. Total cost $886,500. Between g and b $1,243,500. Line 4 closest to present road 9.06 mile. Total cost $1,245,500. About $2,000 of cost of red line. Benefit quotient - benefit to road users who pay for these roads on basis of cost, determine annual cost of construction over period of 30 years and annual maintenance cost and annual spending cost. Saving in cost to motor vehicles, saving of money and time. Threw into cost, cost of improving existing highway between g and c - Dallas and Oak Knoll - Line No 1 $1,653,500 ; 4.07 benefit quotient, for every dollar spent there will come back four dollars. Line 2 $1,283,500; benefit quotient 4.52. Line 3 $1,243,500; benefit quotient 4.72; Line 4 $1,245,500; benefit quotient 4.01. All these lines give a good benefit quotient because they save some distance and also improve riding qualities and operation cost of motor vehicles. These studies indicate red line cheapest line and gives greatest benefit quotient. By expenditure of $475,000 can build from a to be and can use state construction. Green or yellow lines will have to build throughout - will cost nearly $900,000 in comparison to 1/2 of that from point a to b and at some other time other section can be

straightened out and widened satisfactorily to traffic it is to bear. As funds become available g and b could be improved and then you will have a good road between Dallas and Oak Know and a short cut for traffic desiring to go to the coast. I have recommended to the Highway Commission the selection of Route No. 3 - the red line - as the locatinn of this highway. between a and c.

Winslow In your No. 1 road you construct from c to a plus a portion of the red line.

Baldock All go from a to c. I included the whole thing.
Cost includes not only construction cost but right of way costs.

Winslow Has there been considered route from c parallel from 4 hitting cutoff.

Baldock We have considered it.

Reynolds This is a meeting or a hearing in courtesy to the people in this area. There is no requirement that we do so but we appreciate receiving any suggestions or opinions or ideas you may have. At this time would be glad to hear from anyone who has anything to say. These are surveys made and taken into a feasiblt plan from engineering standpoint and it is a project for the entire state of Oregon. He has suggested the red line.

James Walton Representative of Salem.
(Present petition urging early construction of this cutoff. there are 3, 320 signatures. This was not an organized door to door canvass. We do not want to tellyou where to build the highway;that should be up to economic analaysis - that shows greatest return to the people. We think it is overdue and want action. It has worst accident record than any other highway we are speaking of.

E. H. Thompson, President Salem Chamber of Commerce
For past several years City of Salem has been interested in plans that were discussed to shorten distance of travelling time between coastal area. opinion of Salem Chamber of Commerce representing 1, 000 businesses is that a new road be constructed in the most feasible and economic route. We will not become involved in engineering matters. Want to go on record as favoring route selected by Highway Commission at this time. Modernize and improve to the best standards highway between Salem and Dallas. Would like to call on people from Salem to arise. (People arose)

E. C. Kennedy, Vice President, North Santiam Chamber of Commerce
Urge early selection of this route. Have no particular interest in what route is selected but we urge action on the route to eliminate the bottleneck. Believe a straightening of the route from Mehama, that Highway 22 will become most heavily travelled highway from Central Oregon. Urge early action on it.

Mr. Francis City of Salem
City Council is interested in improvement of this highway. Present resolution urging construction of the road. They are not interested in the route or to tell you anything in that way. They are asking for the early completion of the road.

Calvin Barnhart County Judge, Polk County, representing County. Want to take stand that will benefit greatest number of people of our county. Dallas is hub of county. Outlying areas - all of those roads come into Dallas and better highway we can have from Salem to Dallas and the closer it comes to Dallas more people will benefit and the better we can tie our highways with the state highways.

? The blue line would the line that would benefit the most people in Polk County and as far as I am concerned if that blue line was moved over it would serve greatest number of people.

Garland I wish to say we are not opposed to doing something about this highway. We never have stood pat on that road from Dallas to Dolph Corner. It is a bad road. It is a poor location. We have in the past urged and talked in favor of Basket Slough line.

In reference to road ...

This line is not [illegible] at we have been calling Basket [illegible] is ough. At nearing in Portla I said if you come up S.ough and fr n y north .ine I would give you 1, 2 of reasonable right o: way fr m 1½ miles. Pe ple would be oppo ed to that line ; they were talking about Basket Slough. Yellow line does not ac om plish anythi That is where traffic is coming from Dallas. You are seeking t build for 800 ars. If it is possible I would like to draw a line in there that Sale will be satisfied with. (Pointed out line) People will get hurt regardless of where you will put it. Y u will build 10 miles of road. miles will ser e , 000 cars a day and 2 miles will make a nice connection to the road. This 4 to 3 4 tha is route due east and west between line 4 and line 3 and make angle c nnection. I am sorry this does n t cut my place. There has been no spite in it. I have fought it for 15 years. It would go at north edge of town. If they build that line it will take Rickreall off the map. Dallas is going to have a meeting with the Commission sometime Thursday and Friday in Portland and I think this is what they are going to recommend. Y u get out here far enough you have r m for cloverleaf and overpass. Back here on the railroad there is only one train a da You will have clear vision north and south. Y u are going t get away fr m put ting or destr ying these houses on edge of the highway. his road could be left as a city street. I know lots f people that wa t t buy lots and build ho es there if they knew where highway is going be. They are going to build along this. 10 or 15 years this will be a city street. A this road and build road tor 800 cars thr ugh here. I think we should do the whole road and do it right.

Wi

Wi

In your present construction you are eliminating access. Only allowing it in certain place .
hat is right.

possibility of your No. 3 from c to b so far as making this access road. They are building all along there. If you have to build service road it will run into money.

Hurland

Mr. Winslow has brought up a point. Make this a good access road. Any farm cr would have one right of way across but you are leaving this for growth. D as getting a new plywood plant. Dallas is going to grow. Traffic is going to in rease. This route would be a market access deal and you have something there and it should not cost any m re to build that. Y u are g ng to have a plant damage suit at Rickreall. Will wipe it o the ma and some of us would like to see something left here.

M. J. Ryan

We have farm on edge of Rickreall through which one of the lines is going to go. I have not heard anyone state the mileage it will save fr m here to the coast. How much mileage between here and Dolph Corner over proposed new road.

Baldock

About 3 miles -- save 2 2/3 miles on the red line. 3.12 for green line.

Ryan

Is it not more practical for shorter way to the coast to take green line.

Baldock

Want to take care of economy of the whole region. We have to improve road. If you build road you will have to reconstruct the Oak Knoll-Dallas Line and that makes it cost $400, 000 more.
$400, 000 more than using red line; green line $885, 000 and $768, 500 to improve the road between Oak Knoll and Dallas, added together it makes $1, 653, 000 compared with $1, 243, 500 or a difference of about $400, 000.

Ryan

Had in mind that this road was being considered for purpose of shortening the way to the coast. If that is the No. 2 line - green line would be proper line. We have bad hazard at Oak Knoll and another at Derry and one at Rickreall and we go right straight to Dolph Corner and just have Portland Highway and railroad. I thought that was most feasible way.

Baldock

We have to take that into consideration as well as 3, 000 vehicles between Salem and Dallas.

In reference to road Mr. Harland has pointed out if you built that line I a... certain econom...s would show you would not b... down here. After you go... this point and if the red line shows the greatest benefit quotient now and y... think this line is better than the other one. kThose things are taken into consideration on our benefit quotient. Benefit quotient on this line is 4.72 and on other line 4.52 and 4.01. All contemplate grossing on grade, reconstruction of present road to Rickreall, all are based on crossing 99W at grade but all contemplate ultimate separation of the railroad. It is in those figures.

Harland

Senator Leth intended to be here but he had important meeting. I am sure if h... was here he would be in favor of this route I described on the map because it serves Dallas and Coast. He was of the opinion we should do complete job if we build any road at all.

Ross Simpson

I live at Dolph Corner. I do not ...vor any route. You mention 800 cars. Is there any originating in Dallas. I came in late I do not know the figures of improving present road. With engineering knowhow they could improve present road at fraction of the cost and benefit most people. Great majority go for pleasure. People when they drive for pleasure do not mind travelling two or three miles out of their way. How many do originate in Dallas?

Baldock

That originate in Salem 800 cars.

Simpson

I recommend we improve present road.

?

I live on Dallas Highway. It is far better to take blue line than the lower line. You take those trucks that pass by my place and l...k at hills they have t... pass to get to Deadman's Corner. You take the blue line and it would eliminate all of tha...

Reynolds

Unless there is something else or some question we will proceed. In that connection present highway commission feels they have a trust and duty to the people of the State from the handling of the funds and construction of highway program. Population have been increasing rapidly. All of highways in the state have becom... somewhat obsolete so it is our desire to reconstruct them. When we spend any funds at the present time we want it to be one that will be proper one for years to come. We appreciate the information you have given us and it will be given earnest consideration. Thankyou very much.

/ Pickering

Pickering Grange #671
Grange Hall

May 24, 5-8 P.M.

Reynolds - Mr. Mrs. - Baldwin - Williams. Kennedy
Chandler absent.

Reynolds :- Open meeting - introduces officers
calls on Baldwin to explain Grange Platform

Baldwin :— Traffic problem - 800 cars
Must work to & crowd from "C"
Length + one grade 4 lanes - Junction
reducing changes + Point signal
red can be timed on steps

Salem & Walker another exit & grade
Reynolds - very good -

Windsor & Woodstock — questions and answers

Reynolds - open room to expressions
either for or against.

Jas. Walton - Salem — presents petition
3328 signatures — shortcomings of petition
do not say where & kind help —
all want is action —

Road accident record

E. H. Thompson. Salem C of C. Pres.
reads statement.
1000 bus + 700.
wants new road as cut Forests + connect
route. favors route proposed by Hwy Dept.
calls a Salem group to stand.

Kennedy — Pres to Butte C of C
not endorsing any route but wants
"bottleneck" eliminated for Autos
& Trucks

John Franzen — Mayor Salem
can not attend as route but
want improvement — present written

Jude Pol 6
Realize it but I am
here thing — to people — (blue line). if objects
means Salem wise stays our Salem people

Reynolds — if build Flora no one
pass road to Salem and business

Harland: — talk to Baker Kennedy
will pass 1¼ miles of his property and pass
pass line as cut in corner please
special take pass

/ Best route yellow line to follow.
cut up farms.
points out where he thinks line should go.
draws line "C" & yellow & lines north and
of blue line.
will not cut up farms so much from there.
more. Estimate for done last. also cost
lines separation ~~or~~ clearing.
Farmers ~~and~~ should will be fully interested by
up most farmers.
Crops ~~in~~ to ~~be~~ last State fences no line for
600 traffic - ~~and~~ ~~Dalton~~ Dalton Cuthbert 3000 " per

Irwin - ~~to~~ from about access -
Baldwin - ~~to~~ no access - ~~if~~ ~~Ellaville~~ access
then should take yellow line.
Harlan - traffic taken to Dalton no ~~to~~ ~~from~~ -
~~Tabb~~ ~~to~~ ~~Dalton~~ & do not cut up right.

~~Mr. J. F.~~ ~~Jones~~ Federal
~~is at~~ ~~Dalton~~ ~~Dalton~~ ~~Dalton

Rob Simpson — Stephens — not in favor of
any of proposed lines
favor improving present route with
how many of the 600 cars agents in station
now)
Simpson :— will be more benefit to more people if station

Mr. — favors — favors blue line.

Forgeries — common fools bear duty
— to spend high money in best interest
— pursue higher objects — when buried
— a proper place for future

Recess 1:50 PM

STATE OF OREGON)
) ss
County of Marion)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached excerpt covering the appearance of a Delegation from the City of Dallas concerning improvement of the highway between Salem and Dallas in Polk County as the same appears in the minutes of May 26, 1955, Volume XL of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded has been compared by me with the original excerpt and that the same is a true and correct copy of said excerpt and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and the official seal of the Oregon State Highway Commission this 24th day of September, 1955.

H. B. Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

Portland, Oregon
May 26, 1955

The meeting of the State Highway Commission resumed at 9:00 a.m. in the Green Room of the Imperial Hotel with the following persons present and participating:

Ben R. Chandler, Chairman
Charles H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

* * * * * *

The meeting recessed at 12:00 noon and reconvened at 2:00 p.m. in the same place with the same persons present and participating.

* * * * *

A delegation from the City of Dallas came before the Commission concerning improvement of the highway between Salem and Dallas. The following people were present: Mr. Hollis Smith, Mayor; Mr. Otto H. Adolph, President, Chamber of Commerce; Mr. Lynn McCulley, City Auditor, and Mr. C. L. Marsters, City Attorney. Mayor Smith acted as spokesman and introduced the other members of the delegation. He presented a resolution adopted by the City Council of the City of Dallas, urging immediate improvement of the Salem-Dallas Highway and construction of an access road from Dallas to the Delph Corner-Rickreall Section when this new section is constructed. He also presented a resolution from the Dallas Chamber of Commerce, a resolution from the Dallas Junior Chamber of Commerce, a resolution from the Dallas Lions Club, a resolution from the Dallas Rotary Club, a letter from Gerlinger Carrier Co., and a letter from the Willamette Valley Lumber Company, all endorsing these same improvements. He also called attention to plans for construction of a new mill in Dallas which will employ a considerable number of people many of whom will travel the Salem-Dallas Road.

Chairman Chandler stated that the Commission today had adopted the survey for relocation of the section of the Willamina--Salem Highway between Rickreall and Delph Corner and that to complete this section of the road would take all the available funds for this area for several years. Improvement of the present road, he stated, is a question of money and there is none now available.

* * * * * *

Portland, Ore.
May 25, '55
Green Room, Imperial Hotel

Chandler
Reynolds
McIver
Baldock
Williams
Stiffler
May
Porter
Enfield
Armstrong
Maison
Glaisyer

I, H. B. Glaisyer, hereby certify that I am the duly appointed, qualified and acting Secretary to the Oregon State Highway Commission; that I have compared the following notes of the Commission relating with the original thereof on file in this office and the same is a true and correct copy of said original and of the whole thereof.

Dated this 23rd day of September, 19 55.

H B Glaisyer
Secretary

****

Adjourned 5:00 p.m.

Portland
May 26, '55

Same present

****

Quit for lunch 12:00 to 2:00

Back at 2:00 p.m.

Same present

Dallas Delegation

Hollis Smith, et al.
Present book of resolutions and two letters. Introduced members. Re #22 Salem-Dallas - approx. 14 miles. Points out resolutions individually and reads them aloud. Wants immediate steps to improve road (reads from his letter). Don't care about "coast cutoff".

Chandler: - Matter of financing. Today decided to go ahead with cutoff - will take all money for this year & next year -- some day will have to improve Salem to Rickreall.

Smith — New mill important.

Chandler

****

Quit 4:00 p.m.

May 25, 1955
Portland, Oregon

The State Highway Commission met in regular session at 9:00 a.m. with the following persons present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. May, Jr., Assistant Counsel
C. H. Armstrong, State Parks Superintendent
R. L. Porter, Right of Way Engineer,
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

* * * * * *

The meeting adjourned at 5:00 p.m. to reconvene at 9:00 the next morning.

Portland, Oregon
May 26, 1955

The State Highway Commission reconvened at 9:00 a.m. with the same persons present and participating except R. May who was absent in the morning but was present for the afternoon session.

* * * * * *

The meeting adjourned at 12:00 noon until 2:00 p.m.

2:00 Del. A delegation appeared from the City of Dallas consisting of Hollis Smith, Mayor, Otto Adolf, President Chamber of Commerce, Lynn McCulley, City Auditor and Supervisor, and C. L. Marsters, City Attorney, and Mrs. C. L. Marsters, all of Dallas.

Smith I am appearing here as mayor of the city of Dallas representing people of my community. I have petition for you, several resolutions and letters requesting the improvement of that portion of highway 22 which extends from Salem to Dallas, a distance of about 14 miles. In the file is resolution No. 1040-- requesting your favorable consideration for immediate improvement of Salem-Dallas Highway and construction of shortest feasible route from Dallas into Dolph Corner cutoff.

Adopted and approved by City Council May 2. Resolution from Dallas Chamber of Commerce (he read resolution), Resolution from Dallas Jr. Chamber of Commerce and Lyons Club and Rotary Club and two letters from our principal industries in Dallas. One from Gerlinger Carrier Company (read letter),

letter from Willamette Valley Lumber Company (read it).....Our ernest request that you immediately take steps to place this stretch of road on your program for improvement. It was built many years ago for horse and buggy travel. Last improvement was made in 1934. Traffic has increased on this road where travel is difficult and dangerous. It is causing citizens of Polk County hours of wasted time bringing products to market. (read letter)
....Thanking for your the opportunity to appear before you today and courtesy in hearing what I have to say.

* * * * * *

I, H. B. Cl[illegible]mer, hereby certify that I am the duly appointed, qualified and [illegible]ecretary to the Oregon State Highway Commission, and [illegible]ed the foregoing excerpt of stenographic notes taken at Commission meeting of May 25 & 26, 1955 is a true and correct copy of [illegible] original and of [illegible]

Dated this 23rd day of September, 19 55

H B Cleamyer
Secretary

M

FORM E30—50M—10-54—79485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1955

ACTION
5 L

SUBJECT: Assignment #6075

To: Mr. W. C. Williams
O F F I C E

L

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of a throughway agreement covering the Rickreall-Dolph Corner section of the Willamina-Salem Highway in Polk County.

Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission.

This completes Assignment #6075.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

RECEIVED
SEP 20 1955
Office of
STATE HIGHWAY ENGINEER

1 cy to Smith

"A" signed by Graham

M

ASSIGNMENT

Date: Sept. 13, 1955 No. 6076 By Lorna

Description: Letter of Sept. 13, 1955 by Mr. McAdams attaching 10 copies of through-way agreement with Polk County concerning Dolph Corner-Rickreall Section of the Willamina-Salem Highway.

Acknowledged by____ Referred to Cottrell

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks: For execution.

PLEASE RETURN TO
W. C. WILLIAMS

Executed 9-20-55 Report Received_____

HIGHWAY DEPARTMENT

ENT CORRESPONDENCE

em, Oregon
mber 13, 1955

UBJECT:

PLEASE RETURN TO
W. C. WILLIAMS

d ten copies of the agreement to
nty concerning the Dolph Corner-
amina-Salem Highway. You will
ave exhibits attached thereto.
ake arrangements for County and
.bits to the remaining copies.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Owen E. McAdams Jr

OWEN E. McADAMS
Assistant Attorney

OEM:jv

Att.

FORM E-20 25M 8-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 13, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
O F F I C E

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir:

Attached hereto find ten copies of the agreement to be entered into with Polk County concerning the Dolph Corner-Rickreall Section of the Willamina-Salem Highway. You will note that two of the copies have exhibits attached thereto. Would you be kind enough to make arrangements for County and City Relations to attach exhibits to the remaining copies.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Owen E. McAdams Jr

OWEN E. McADAMS
Assistant Attorney

OEM:jv

Att.

S-101(4) Westside-Dry Creek Sec. of the Westside Co. Road. 1955

4569

RECEIVED
1957
W. C. WILLIAMS

FINAL COST ANALYSIS

June 19, 1957

Westside-Dry Creek Section
Contract No. 4569
S-101 (4)

Allum Bros., Contractors
Reid Meritt, Resident Engineer

W. C. WILLIAMS

Westside County Road
Prefix: 519-1021

4569

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1½"-0 Rock in Base	20,405	Cu. Yds.	$ 2.35	$ 2.91	$ 59,378.55	$ 47,951.75
3/4"-0 Rock in Base	6,111	Cu. Yds.	2.50	3.15	19,249.65	15,277.50
Sprinkling	2,279	M-gals.	4.00	2.19	4,985.61	9,116.00
*Preparation of Base	5.46	Miles	100.00	100.00	546.00	546.00
*Furn. & Place Aggregate	3,174	Cu. Yds.	3.25	4.115	13,061.01	10,315.50
*150-200 Asphalt	269.3	Tons	40.00	40.00	10,772.00	10,772.00
*RS-1 Asphalt	74.94	Tons	45.00	45.00	3,372.30	3,372.30
*Force Account					1,787.33	2,034.89
					$113,152.45	$ 99,385.94
Rock Sold to Lake County	10,377	At	$1.75	$ 1.761	18,273.90	18,159.75
					$131,426.35	$117,545.69

Total Cost	$131,426.35
Gross Revenue	117,545.69
Loss	$ 13,880.66

Net Loss Equals 11.8% of Gross Revenue

*Work Done All or in Part By Babler Bros.

Contract No. 4569 DETAIL OF COST

Labor:		
Labor and Supervision	$ 37,876.53	
Labor Insurance	2,374.95	
		$40,251.48
Equipment Rentals and Misc:		
Equipment Rentals (Owned)	$ 46,692.18	
Hired Equipment	384.00	
Gas, Oil, and Grease	10,442.11	
PL & PD Insurance	520.82	
Small Tools and Misc. Supplies	1,009.60	
Freight and Cartage	4,131.18	
Powder and Caps	2,004.43	
Bond	554.01	
Home Office and General Overhead	2,271.30	
		$ 68,009.63
		$108,261.11
Paid to Babler Bros., Sub-Contractor on Oiling		23,165.24
T O T A L C O S T		$131,426.35

BREAKDOWN OF CRUSHING COST

	Quantity	Unit	Cost	Unit Cost
Move In and Set Up	42,367	Cu. Yds.	$ 6,926.49	$0.163
Drill and Shoot	42,367	Cu. Yds.	5,768.59	0.136
Load and Haul to Crusher	42,367	Cu. Yds.	18,367.66	0.433
Crushing	42,367	Cu. Yds.	43,599.37	1.029
	42,367	Cu. Yds.	$74,662.11	$1.761

The crushing plant operated 909 hours for an average production of 46.6 cubic yards per working hour.

Remarks:

This project was a Federal Aid Secondary Project calling for the construction of 5.46 miles of stone base and shoulder and the construction of 5.46 miles of Type 0-11 oil mat wearing surface. The project was bid November 3, 1955. work started May 18, 1956 and the project was completed October 9, 1956.

On May 18, 1956 the contractor started moving in a two-crusher unit into State controlled quarry located 3.5 miles southwesterly from Station 553+50, which is the south end of project. Building the haul road to the quarry proved to be more expensive than what the contractor had anticipated. Soft and wet ground was encountered requiring approximately 2,300 cubic yards of crusher run rock and 3/4"-0 Rock to build a road base. The contractor found that a two-crusher plant was not large enough to produce the required materials. The plant then had to be shut down and a third crusher installed.

Oiling was sublet to Babler Bros. at bid prices. Oiling was started October 2, 1956 and completed on October 10, 1956.

After finishing the crushing on the State project, the contractor crushed 10,377 cubic yards of 3/4"-0 for Lake County.

Due to rain, breakdowns, lost time, shortage of hauling equipment and low production, the contractor suffered a loss from this project.

M. N. Juve
Chief Cost Analyst

By

K. T. Wechter

FORM A-180—1956—7-56

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

SALEM, OREGON

Contract 4569
L 101(4)

Lake County
Lakeview, Oregon

RECEIVED
JUN 3 1957

Invoice No. 50944

Date June 7, 1957

Your Req. No.

Billing Request No. cc-328

Credit distribution: 519-1081-897

West Side-Dry Creek Section, FAS 407, covered by agreement dated October, 1955.

Original Advance Deposit	$27,100.00	
Less amount previously transferred	18,100.00	
Balance in advance deposit fund		$9,000.00
County share total cost as per attached statement	26,417.78	
Less amount previously transferred	18,100.00	
Balance		8,317.78
To be refunded		$ 682.22

NOTED
C. G. SWENSON

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request $ ----------

By ----------

State Printing 98065

State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att.

NOTED
JOHN D. [illegible]

NOTED
C. G. SWENSON

NOTED
V. R. JO

June 7, 1957

NOTED
Harold C. Ayers

Lake County Court
Courthouse
Lakeview, Oregon

NOTED
John F. Hagemann

Gentlemen:

Final costs on the Westside-Dry Creek Section of FAS 407 are now available and it has been determined that the agreed county share is $26,417.78 as shown in the attached statement. As the county initially deposited $27,100 a refund of $682.22 is due. This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att.

NOTED
JOHN D. G[illegible]AN

NOTED
C. G. SWENSON

OREGON STATE HIGHWAY DEPARTMENT

Completed 10/9/56
ITEMIZED STATEMENT OF FINAL COSTS

County Lane Contract No. 4569 Date 6/3/57

FAS 407 Section Westside-Dry Creek

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. 1-1/2"-0" rock in base	c.y.	$ 2.35	20,405	$47,951.75
2. 3/4"-0" rock in base	c.y.	2.50	6,111	15,277.50
3. Sprinkling	M/gal.	4.00	2,279	9,116.00
4. Preparation of base	mile	100.00	5.46	546.00
5. Furnishing & placing aggregates	c.y.	3.25	3,174	10,315.50
6. 150-200 asphalt	ton	40.00	269.3	10,772.00
7. RS-1 asphalt	ton	45.00	74.94	3,372.30
Force Account				
Repair washouts and flagging				2,034.89
	Subtotal			$99,385.94
	Construction Engineering			5,581.84
	TOTAL CONSTRUCTION COSTS			$104,967.78
	FEDERAL FUNDS COLLECTED FOR PROJECT			$ 60,100.00

AGREED COUNTY SHARE TOTAL COSTS

50% of difference between $97,000 and federal funds
($97,000 - $60,100) X 1/2 = $18,450.00
100% of all over $97,000
$104,967.78 - $97,000 = 7,967.78
Total County Share..... $26,417.78

County Advance Deposit $27,100.00
Less County Share Costs 26,417.78

REFUND DUE COUNTY..... $ 682.22

JFH:mm

Form A-150L—12M—13-56

NOTED
V.R JONES

INVOICE

OREGON STATE HIGHWAY DEPARTMENT

SALEM, OREGON

NOTED
Harold C. Ayers

Ins 407

Invoice No. 50303

Date April 25, 1957

Lake County
Lakeview, Oregon

Attn: C. W. Langdale, County Judge

Your Req. No.

Billing Request No. CE 221

Credit distribution: [illegible] below

Provided engineering services for construction of The West Ice-Fly Creek section of the Goose Lake County Road. County performed construction work, but had no engineering personnel.

Advance Deposit					5,000.00
J. C. Locke	11 days	at	551.00 per mo.	199.48	
J. C. Locke	7 days	at	575.00 per mo.	129.84	
T. C. Busey	27 days	at	250.00 per mo.	220.70	
F. Effinger	131 days	at	322.00 per mo.	1,361.48	
J. C. Lemert	16 days	at	210.00 per mo.	179.74	
C. A. Sanders	21 days	at	410.00 per mo.	279.94	
L. C. Thomas	7 days	at	261.00 per mo.	58.94	
A. A. Ainslee	14 days	at	361.00 per mo.	186.74	
H. C. Pierce	14 days	at	250.00 per mo.	114.58	
K. P. Olson	7 days	at	336.00 per mo.	79.64	
J. C. Scott	4 days	at	379.00 per mo.	49.29	
C. C. Coburn	9 days	at	336.00 per mo.	98.28	2,887.59
Deduction unused sick leave (5.7% of 2,887.59)					164.59
Traveling expense, material and supplies					660.40
Industrial accident insurance					5.35
Per Diem					306.00
Equip. rental					295.20
Gasoline, oil and grease					158.11
Freight					8.70
Laboratory testing					57.50
Checking final estimate					117.79
Overhead & supervision 10%					149.17
Retirement contribution (4% of 2,887.59)					115.50
Social Security Contribution (2% of 2,887.59)					57.75
					5,111.15
Amount Due					111.15

NOTED
John F. Hagemann

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

Credit	219-1503-900	4,171.73
Cr.	5001-900	149.17
Cr.	5901-831	115.50
Cr.	5901-840	57.75

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $----------

By ----------

[illegible] 12-31 302 PM

NOTED
V R. JONES

CHECKED WITH E. PEASE AND HE CONFIRMS THAT COSTS HE REQUESTED HERE FOR CONSTRUCTION ENGINEERING IN CONNECTION WITH COUNTY FORCE GRADING AND SURFACING OPERATIONS ON THE WEST SIDE-DRY CREEK SECTION. PREFIX 219-1503.

JOHN F. NAGEMANN
CO. AND CITY RELATIONS

END/EB

END

NOTED
J. F. NAGEMANN

NOTED
Harold C. Ayers

FAS 407
Lake Co.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

Completion Date: Oct. 9, 1956

Date Accepted: Nov. 8, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-17-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 17 1957

RECEIVED
JAN 18 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
January 16, 1957

S-101(4)

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4569	6 Final	Allum Brothers	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
352	H17Cbbb	$ 3,Cbb.05	1/16/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

J. Cole
ACCOUNTING DIVISION

Specified completion Date: July 31, 1956

Time Extensions: to Oct. 9, 1956

Completion Date: Oct. 9, 1956

Date Accepted: Nov. 8, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-17-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 17 1957

RECEIVED
JAN 4 - 1957
FOR FILING

S-101 (4)

4569

January 4, 1957

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 6, Calif.

Gentlemen:

State Highway Contract No. 4569 for work performed on the Westside-Dry Creek Section of the Westside Road in Lake County was completed by the contractor, Allum Bros., on October 9, 1956 and was formally accepted by the Highway Commission on November 8, 1956.

Final payment in the amount of $3,044.05 will be released to the contractor on or after January 14, 1957. The total contract amount is $99,385.94, of which amount $2,034.89 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tromp & McKinley Agency
43 West Broadway
Eugene, Oregon

NOTED ON CARD

RECEIVED
DEC 5 1956
FOR FILING

S.101 (4)

4569

ACME TRANSPORTATION, INC.
GIANT ROAD
SAN PABLO 4, CALIFORNIA
TELEPHONE BEACON 4-9868

November 28, 1956

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Attached letter to Babler Bros. is self-explanatory.

The freight pertains to State of Oregon contract 4569.

Very truly yours,

ACME TRANSPORTATION, INC.

By G. J. Sherbourne
G. J. Sherbourne
Secretary-Treasurer

GJS:S

NOTED
FORREST COOPER

RECEIVED
DEC 3 1956
STATE HIGHWAY COMMISSION

November 23, 1956

Babler Bros., Inc.
1617 S. E. Milwaukee
Portland, Oregon

Gentlemen:

We are herewith enclosing our balance due bill to cover accessorial charges which you deducted in error from the attached invoices. We operate under the jurisdiction of the Interstate Commerce Commission and have on file with that authority tariff MF - I.C.C. No. 106 covering rates, rules and regulations. We are herewith attaching for your reference a copy of the rules and regulations covering the items you deducted. We have signed receipts for all of our deliveries and accessorial charges.

We are obligated to charge for these services and any attempt by your company as consignee in care of the Oregon State Highway Commission, and our company as a common carrier to evade or absorb these charges is in direct violation of our operating authority.

We, therefore, respectfully request that you forward us your check to cover $276.79 which is the balance owing on these invoices.

Yours sincerely,

ACME TRANSPORTATION, INC.

By

G. J. Sherbourne
Secretary-Treasurer

GJS:S
cc: Oregon State
Highway Commission

ACME TRANSPORTATION, INC.

Giant Road
San Pablo 4, California

TO Babler Bros., Inc.
4617 S. E. Milwaukee
Portland, Oregon

Invoice Date 11-23-56

Invoice Number

Customer's Order No.

BALANCE DUE BILL

Balance due on shipments of asphalt and road oils to Oregon State Highway Commission c/o Babler Bros., Inc. Westside, Oregon, from Shell Oil Co. Martinez, Calif.

Inv. #	Item 230 Excess Unloading	Item 170 Pumping	Item 360 Outage	
60111	13.50			
60109	24.30	6.20		
60158	8.10	6.28		
60110	10.80			
60106		6.60		
60105				
60108	5.40			
60161	27.00			
60107	8.10			
60156	8.10		50.62	
60157	5.40		43.47	
60354		6.20		
60353	32.40	6.22		
60352	8.10			
	151.20	31.50	94.09	Total 276.79

FORM S-126 2M REVISED 5-55

RECEIVED
NOV 29 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

S-1011(4)

4569

November 28, 1956

Allum Bros.
P. O. Box 253
Eugene, Oregon

Gentlemen:

The State Highway Commission at its meeting held on November 8 had under discussion your request for an extension of time from July 31, 1956 to October 9, 1956 within which to complete your contract No. 4569, for surfacing and oiling on the Westside-Dry Creek Section of the Westside Road in Lake County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dean Swift,
Division Engineer

Reid Merritt,
Resident Engineer

Tom Edwards,
Construction Engineer

RECEIVED
NOV 16 1956
FOR FILING

E-101 (4)

4569 CERTIFIED MAIL

November 16, 1956

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 6, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Allum Bros., in connection with contract No. 4569 covering the Westside-Dry Creek Section of the Westside Road in Lake County. This payment, in the amount of $17,552.09, will be released to the contractor on or after November 26, 1956. The retained percentage is $2,979.65.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary.

gl

cc: Tromp & McKinley Agency
43 West Broadway
Eugene, Oregon

NOTED ON CARD

RECEIVED
NOV 1 1956
FOR FILING

S-101(11)
4567

October 31, 1956

Oregon State Highway Commission

Request for extension of time
No. 26
November 8 and 9 meeting

Gentlemen:

Herewith is a request from Allan Brothers for an extension of time on the Westside-Dry Creek Road Section, Contract No. 4569, from July 31, 1956 to October 9, 1956.

Inclement weather in the early spring season and failure of Lane County to have the grade properly prepared for the surfacing and oiling led to the overrun in time. We did not suffer any additional cost or inconvenience because of the overrun, and I recommend that the extension be granted without penalty.

Very truly yours,

M. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:of fn

NOTED
V. R. JONES

NOTED
Harold C. Ayers

October 18, 1956

Lake County Court
Courthouse
Lakeview, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise you that work on Contract No. 4569, Westside-Dry Creek Section of FAS 407, was completed on October 9, 1956.

Under the terms of the agreement signed by the Court on October 19, 1955, and by the Highway Commission on November 4, 1955, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JDG:mm

RECEIVED
OCT 17 1956
FOR FILING

S-101 (4)

4569

October 16, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 9, 1956, on Contract No. 4569, Westside-Dry Creek Section, in Lake County, in connection with Federal Aid Project No. S-101(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DMPrib

cc: John Cottrell

Form E-1—1956—1-56

S-101(4)
4569

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 13, 1956

Section Westside - Dry Creek
Highway Westside Road
Contractor Allum Bros.
Date of contract November 10, 1955
Date work started May 18, 1956
Project authorization $104,778.00
Exclusive of Engineering $97,327.12

Kind of work Surfacing and Oiling
Section prefix 519-1021
Contract number 4569
Date of completion July 31, 1956
Estimated date of completion Oct. 15, 1956
Per cent of time elapsed 127.2 %

Estimated cost of completed project, exclusive of engineering $97,327.12
Estimated per cent overrun or underrun . . . . . %
Per cent of contract completed, based on total contract price . . . . . 100 %
Engineering authorization $7,450.88
Engineering cost to date $5,300.00, 71 %
Date project was completed Oct. 9, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Babler Bros. subcontractors for placing oil mat, completed first seal Monday and final seal of oil mat Tuesday to complete project.

Semi-final estimate will be completed as soon as all extra work order bills are received.

This is final weekly report.

NOTED
W. T. WRIGHT

Noted
M. N. Juve

NOTED
L. H. Young

NOTED
C. E. PAULSEN

RECEIVED
OCT 17 1956
OFFICE OF
CONSTRUCTION ENGR.

Signed W. Reid Meritt
W. Reid Meritt, Resident Engineer
Address P. O. Box 1090, Klamath Falls, Ore.

Original and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 83073

Form E-1—1954—1-56

S-101(4)
4569

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 13, 1956

Section Westside - Dry Creek
Highway Westside Road
Contractor Allum Bros.
Date of contract November 10, 1955
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Section prefix 519-1021
Contract number 4569
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Date project was completed Oct. 9, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

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Semi-final estimate will be completed as soon as all extra work order bills are received.

This is final weekly report.

RECEIVED

NOTED
W. T. WRIGHT

Noted
M. N. Juve

NOTED
L. H. Young

NOTED
C. E. PAULSEN

RECEIVED
OCT 17 1956
OFFICE OF
CONSTRUCTION ENGINEER

Signed W. Reid Meritt
W. Reid Meritt, Resident Engineer
Address P. O. Box 1090, Klamath Falls, Ore.

Send original and duplicate copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 58073

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		5.46		5.46	
Miles partially completed					
Miles completed		5.46		5.46	
Total estimated quantities (contract)		27,500		3,300 Agg. 310 ton	
Total quantities corrected to date		26,516		3,174 Agg. 344.24 ton	
Estimated quantities moved or placed to date		26,516		3,174 Agg. 344.24 ton	
Average daily quantities		-		-	
Average daily quantities necessary to complete project on time		0		0	
Number shifts per day				1	
Hours per shift				10	
Average force on project for week				16	

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders 1, Rollers 2, Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers .....Trucks 8 .....Distributor 2, Loader 1.....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Fair		
Tuesday	Fair		
Wednesday	Showers		
Thursday	Rain		
Friday	Fair		
Saturday	Clear		

RECEIVED
SEP 17 1956
FOR FILING

S-101(4)
4511

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10th, 1956

SUBJECT: Westside-Dry Creek
Westside Co. Road
Lake County
Contract No. 4569

To: Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

Reference is made to Laboratory Report No. 400624, dated September 6th, 1956, showing 17.3 percent excess of material passing the 3/4-inch screen fro the 1½"-3/4" crushed rock being produced 3.5 miles southwest of Station 553+50.

The maximum size is also too small, only 6.2 percent being retained on the 1-inch screen, making this material unacceptable. It appears as if site screening of the aggregate as it is being produced would assist the contractor in producing suitable gradation.

Will you please instruct the resident engineer to tighten up on his inspection and have the contractor so adjust his plant operations that suitable 1½"-3/4" crushed rock can be produced. Also, please have the resident engineer so mark samples of improved aggregate that it is clear they represent corrected crushed rock.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY/ACH:AR

cc to: Forrest Cooper
Ray Webber

NOTED
FORREST COOPER

RECEIVED
SEP 10 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 29 1956
FOR FILING

S-101(4)
4569

May 25, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 18, 1956 on Contract No. 4569, West Side-Dry Creek Section, in Lake County, in connection with Federal Aid Project No. S-101(4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DHP:ch

CFR8-1956

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Ore.
County Lake
Project No. S-101(4)
4201

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 8th day of Feb., 19 56, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 18th day of October, 19 55, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 5.448 miles of two-lane low type surfacing
(Character of work)

between FAS 410 approximately 7 miles west of Lakeview and a county road junction in Section 7, T. 41 S., R. 19 E., W.M.
(Control points)

consisting of 5.448 miles of roadway and no (Number) bridges.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of sixty thousand, one hundred and 00/100 dollars ($60,100.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one hundred two thousand, four hundred forty-nine and 60/100 dollars ($102,449.60).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL

_____
Deputy State Highway Engineer

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer, Bureau of Public Roads

—33205

Oregon State Highway Department

Federal Aid Secondary
Project No. S-101(4)

WESTSIDE-DRY CREEK SECTION OF THE WESTSIDE

ROAD IN LAKE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Nov. 22, 1955

Type Code 5231
Roadway (Sta. 265+00 to Sta. 553+50) (Contract No. 4562)

21,300 cu. yds.	1½" - 0 Rock in Base	$2.35	$ 50,055.00
6,200 cu. yds.	3/4" - 0 Rock in Base	2.50	15,500.00
690 M-gal.	Sprinkling	4.00	2,760.00
5.16 miles	Preparation of Base	100.00	516.00
3,300 cu. yds.	Furnishing and Placing Aggregates	3.25	10,725.00
240 tons	150-200 Asphalt	40.00	9,600.00
70 tons	RS-1 Asphalt	45.00	3,150.00
			$ 92,336.00
All Required	Flagging (57.5% Contractor's Cost)		800.00
			$ 93,136.00
	Subtotal		9,313.60
	10% Engr. & Cont.		$102,449.60
	Total		

Length of Roadway	5.148 Miles
Length of Structure	0.016 Mile
Total Length	5.164 Miles
Cost of Roadway Per Mi.	$18,804.99

Federal Funds	$ 60,100.00
State Funds	19,000.00
County Funds	23,349.60
	$102,449.60

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920
Chap. 529, Laws 1939.

Funds For Maint.: Chap. 529, Laws 1939.

NOTE: Necessary funds have been deposited by Lake County with the Highway Department.

RECEIVED
DEC 9 - 1955
FOR FILING

S-101(21)
4569

December 9, 1955

Allum Bros.
3rd & Garfield Sts.
P. O. Box 253
Eugene, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4569, which was awarded to you by the State Highway Commission on November 10, covering the Westside-Dry Creek Section of the Westside Road in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

Form A-150—10M—12-54

NOTED
Harold C. Ayers

NOV 16 1955

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
J. W. CATTRALL

Invoice No. 42308

Date November 15, 1955

Your Req. No.

Billing Request No. cc-199

Credit distribution: 519-1021-297

Lake County
Lakeview, Oregon

Attn: County Court

Advance Deposit	27,100.00
Partial transfer county share of total costs. West Side-Dry Creek section of FAS 407, Lake County, covered by agreement dated October, 1955	18,100.00
To be retained	$ 9,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
V. R. JONES

NOTED
Harold C. Ayers

November 10, 1955

Lake County Court
Courthouse
Lakeview, Oregon

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Gentlemen:

This is to acknowledge receipt of an advance deposit of $27,100 in connection with the West Side-Dry Creek section of FAS 407. Contract No. 4569 was awarded to Allum Bros. on this date and a copy of the contract will be forwarded as soon as available.

This construction work will be under the supervision of Mr. Dean Swift, Division Engineer, and it is suggested you direct any questions regarding progress of the work directly to his office in Bend.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
Harold C. Ayers

Salem, Oregon
November 10, 1950

FAS 407, Lake County

NOTED
V. R. JONES

Mr. C. H. Melson
Accountant

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

We have received this date Lake County Warrant No. 1655 in the amount of $27,100. This amount represents the county's share in the total estimated cost of paving the West Side-Dry Creek FAS project.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham
Office Engineer

JDG:mm

cc: W. C. Williams
S. H. Probert

Salem, Oregon
November 10, 1955

Mr. W. C. Williams
O F F I C E

We have received this date Lake County's advance deposit of $27,100 in connection with the West Side-Dry Creek section of FAS 407. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:[redacted]

cc: S. H. Probert

J. [illegible]MAN
[illegible]
G. W. [illegible]
COMMISSIONER
S. M. CAR[illegible]
COMMISSIONER
ZANE GRAY
CLERK
THOMAS S. ELLIOTT
SHERIFF

LAKE COUNTY
STATE OF OREGON
LAKEVIEW, OREGON

C. H. LANGSLET
ASSESSOR
HARVEY R. SANDERS
TREASURER
ANNE SPRAGUE
SCHOOL SUPT.
EVERETT OSTERMAN
CORONER

November 9, 1955

Mr. John W. Cattrall, Engineer,
County and City Relations,
Oregon State Highway Department,
Salem, Oregon.

Dear Mr. Cattrall:

Enclosed you will find Lake County's share of the money required for paving the West Side-Dry Creek section of FAS 407.

Hoping and trusting that you will get some surfacing done there before the snow flies, I am

Yours very truly,

C. H. Langslet

C. H. Langslet,
Judge of Lake County.

CHL:me
Enc. 1

RECEIVED
NOV 1 1955

November 4, 1955

Lake County Court
Court House
Lakeview, Oregon

NOTED
J. W. CATTRALL

Gentlemen:

On November 3rd the Highway Commission received a satisfactory bid from Allum Bros. of Eugene for construction of the West Side-Dry Creek section of FAS 407. As per the agreement between state and county, an advance deposit based on the estimated total cost in accordance with the low bid received is required from the county prior to signing a contract. The amount of this deposit is as follows:

Bid Items	$92,336
Anticipated Additional Item Flagging	800
12-1/2% Engineering & Contingencies	11,642
Estimated Total Cost.....	$104,778
County's Advance Deposit	
20% of $97,000 =	$19,400
100% of ($104,778-$97,000) =	7,778
Total Advance Deposit =	$27,178 or $27,100

Please make this deposit by means of a check or warrant in the amount of $27,100 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be signed.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
J. F. HAGEMANN

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

RECEIVED
NOV 17 1955
FOR FILING

S-101(4)

4319

Salem, Oregon
November 14, 1955

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Dear Mr. Cattrall:

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Lake County covering the West Side-Dry Creek section of FAS 407 in Lake County.

One fully executed copy of each of the above agreements has been retained in this office for the Commission's files and one each has been sent to the County Court of Lake County.

Very truly yours

Secretary

FH
Attach: 5

REFERRED TO
BY SECRETARY

FORM E30—50M—10-54—79488

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 24, 1955

NOTED
W. C. WILLIAMS

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
G/G/54
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of a finance agreement covering the West Side-Dry Creek section of FAS 407 in Lake County. Two copies of the agreement have been executed by the county and are now ready for presentation to the Highway Commission.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on October 28, 1954.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

AUTH. [illegible]
DATE 10-28-54 Minute Page 29
[illegible]
Secretary

JDG:
Att.

(A)
2 agreements
4 copies through

RECEIVED
OCT 24 1955
OFFICE OF
STATE HIGHWAY ENGINEER

(A)

RECEIVED
NOV 15 1955
FOR FILING

S-101(1)
4569

November 14, 1955

County Court of Lake County
Court House
Lakeview, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Lake County one fully executed copy each of a Maintenance & Finance Agreement between the State Highway Commission and Lake County covering the West Side-Dry Creek section of FAS 407 in Lake County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc. 2

RECEIVED
DEC 12 1955
FOR FILING

5-10(2)
3-7-1

WESTERN UNION

November 10, 1955

Allum Bros.
P. O. Box 253
Eugene, Oregon

Gentlemen:

The State Highway Commission on November 3, 1955 accepted your proposal for surfacing and oiling on the Westside-Dry Creek Section of the Westside County Road in Lake County for the sum of $92,336.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4569.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

hlm
cc: Pac. Builder & Engineer, Inc.
2418 Third Ave., East
Seattle 1, Washington

Attn.: Dorothy McCormack

Forrest Cooper
R. G. Savage (SIAC)
S. H. Probert

NOTED
J. Mc C.

RECEIVED
NOV 14 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

1206 10-51

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 10, 1955
9:40 a. m.

Allum Bros.
Eugene, Oregon

Contract for surfacing and oiling Westside-Dry Creek section of Westside County Road in Lake County for which you submitted low bid on November 3, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

cc: S. H. Probert

RECEIVED
NOV 14 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 10, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

We have received this date Lake County's advance deposit of $27,100 in connection with the West Side-Dry Creek section of FAS 407. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert

RECEIVED

RECEIVED
NOV 14 1955
FOR FILING

S-1.11(4)

45.1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 10, 1955

SUBJECT: FAS 407, Lake County

To: Mr. C. H. Maison
Accountant

NOTED
W. C. WILLIAMS

We have received this date Lake County Warrant No. 1655 in the amount of $27,100. This amount represents the county's share in the total estimated cost of paving the West Side-Dry Creek FAS project.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm

cc: W. C. Williams
S. H. Probert

RECEIVED
NOV 15 1955
OFFICE OF
STATE HIGHWAY ENGINEER

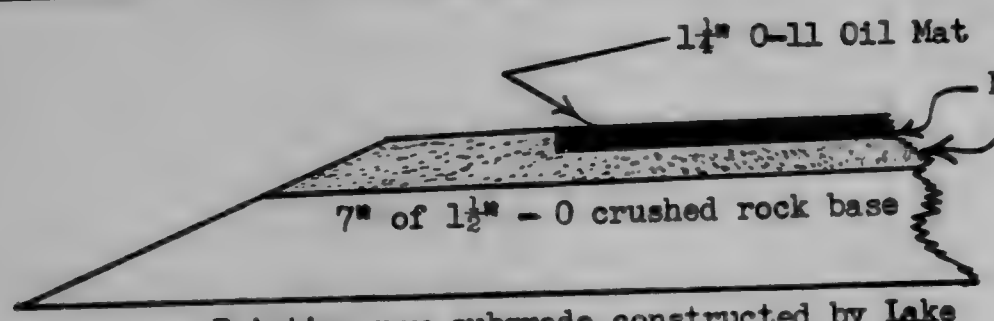
OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

(14) 19-2-1 6-2-1

Section WEST SIDE - DRY CREEK Highway F. A. S. 407 County Lake Prefix 219-1445

Res. Engr. J. G. Toole Length of Project 5.46 Miles. Sta. 265 to Sta. 553+50 Date 9-29-55

TYPICAL SECTIONS ADT TRUCKS - 21 TRAFFIC CLASSIFICATION - LM



Existing new subgrade constructed by Lake County, and is covered with approximately 2" of crusher run rock for winter traffic.

Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
			1¼	Oil mat w/ Binder
			2	Level
			7	Base
10			10¼	

TYPICAL SOIL
62 % Pass 200
41 LL
18 PI
40 % Silt
21 "R" Value

NOTE:
Use LL and PI controls. This design is considered ample for frost protection in this area.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
3.5 mi. rt of Station 553+50	363618	2.64	Quarry	- -	- - -	- -	12.7	- - -	21	0	Base and A.C.

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by [signature] Soils Engineer

Recommended by [signature] Construction Engineer

Recommended by [signature] Engineer of Materials

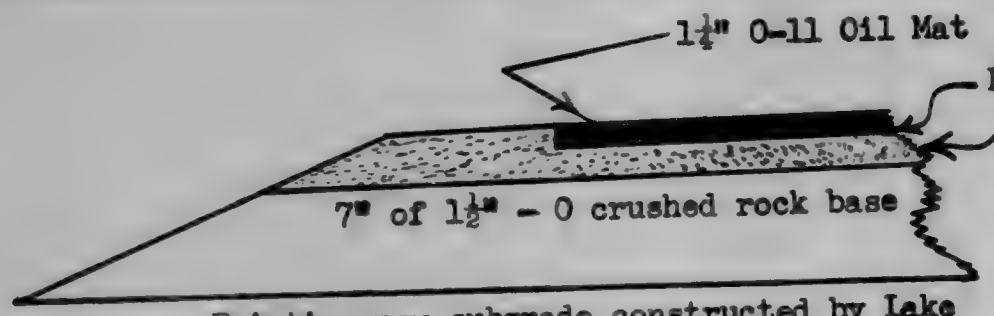
Approved by [signature] Deputy State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section WEST SIDE - DRY CREEK Highway F. A. S. 407 County Lake Prefix 219-1445

Res. Engr. J. G. Toole Length of Project 5.46 Miles. Sta. 265 to Sta. 553+50 Date 9-29-55

TYPICAL SECTIONS ADT TRUCKS - 21 TRAFFIC CLASSIFICATION - LM



Existing new subgrade constructed by Lake County, and is covered with approximately 2" of crusher run rock for winter traffic.

Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
			1¼	Oil mat w/ Binder
			2	Level
			7	Base
10			10¼	

TYPICAL SOIL
62 % Pass 200
41 LL
18 PI
40 % Silt
21 "R" Value

NOTE:
Use LL and PI controls. This design is considered ample for frost protection in this area.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
3.5 mi. rt of Station 553+50	363618	2.64	Quarry	- -	- - -	- -	12.7	- - -	21	0	Base and A.C.

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by [signature] Soils Engineer

Recommended by [signature] Construction Engineer

Recommended by [signature] Engineer of Materials

Approved by [signature] Deputy State Highway Engineer

NOTED

NOTED
Harold C. Ayers

Salem, Oregon
September 2, 1953

Mr. H. G. Smith
Construction Engineer

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

The field trip for the West Side-Dry Creek section of FAS 407 has been examined by this office and found to be consistent with the project as proposed by the county, approved by the Highway Commission and later modified by the County. The modification consists of eliminating 1.7 miles from the south end because of right-of-way difficulties.

Based on the best figures available at this time there is a total of $95,000 available for this project.

Grading and placing a temporary surface has been or is being performed by Lake County. The status of this county work should be obtained from the division office. If the county has completed its work the FAS project could be moved up on the schedule of lettings.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

Co. has requested that proj. be moved up to Nov. meeting. Co. will maintain road thru winter J.F.H.

JFH:mm

cc: V. G. O'Neil
Frank Hall

NOTED
J. W. CATTRALL

Memo to J. W. Nash

9/19/55

NOTED
Harold C. Ayers

WEST SIDE-DRY CREEK SECTION
FAS ROUTE 407

This project extends from the south end of the oil mat placed under Oregon Project S-101(2), southerly to a point approximately 2.1 miles north of the southern terminus of FAS 407.

The proposed project is to place base material and construct a type O-11 oil mat wearing surface 20' in width with 1' shoulders on the grade reconstructed by Lake County forces during the 1955 construction season.

This road serves an irrigated farming area and as an access route to the Fremont National Forest.

The northerly 3.2 miles of FAS 407 has a 28' wide crushed gravel wearing surface on a 30' wide roadway and the southerly 2.1 miles has a 16' wide gravel wearing surface on a 20' wide roadway. The balance of the route not covered by the above proposed project has a 20' wide oil mat wearing surface with 3' shoulders. No further improvement in the immediate future is planned by the county as through traffic at the north end can use FAS 408 which is oiled and right-of-way problems at the south end necessitated elimination of the 2.1 miles section from the proposed project. This southerly 2.1 miles section has a 1954 ADT of 40 and the northerly 3.2 miles an ADT of 75.

LAKE COUNTY
Length: 5.5 Miles

FUNDS:		
	Federal	$57,000
	State	19,000
	County	19,000
	Total....	$95,000

NOTED
J. F. HAGEMANN

JFH:[redacted]

Form B-G1—6M—10-54

S-101(H)

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project: West Side- Dry Creek
Highway: Goose Lake
Contractor:
Submitted by: Jos. G. Toole

Contract No.

Prefix No. 219-1503
County: Lake
F. A. Project No.
Date reported: Sept. 19, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: 0.5 N. of MP. 84.75 K Falls-Lakeview Hwy. Sampled at: Quarry
Date received: Sept. 16, 1955
Quantity represented:
To be used: Base Surfacing
Sampled by: J. G. Toole

TEST RESULTS

Laboratory No. 375371
Data Sheet No. A-47317

Type of material: Crusher Run Rock.
Screen opening: To ¼": ..... Sq. ....; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
1½	0	0	
1	3.9	3.9	
¾	23.5	27.4	
½	29.4	56.8	
⅜	12.7	69.5	
¼	10.4	79.9	
10	8.1	88.0	
40	2.2	90.2	
Pass	9.8	9.8	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	29.0	
Specific gravity (Le Chatelier)	2.54	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	NP	%
Manufactured fines		%
Liquid limit: Natural fines	36	%
Manufactured fines		%

NOTE
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess LL & PI.

TEST REPORT DISTRIBUTION:

- Bureau of Public Roads
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- X Division Engineer — Swift
- X Resident Engineer — Toole
- Dist. Maint. Supt.
- Foreman
- X Geology and Soils
- X Files — W. C. Williams
- X — J. B. Scott

Engineer of Materials

State Printing 7M

NOTED
R. IONE

NOTED
Harold C. Ayers

September 2, 1955

Lake County Court
Court House
Lakeview, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

Enclosed are four copies each of three option forms covering a gravel pit and haul road to be acquired in connection with the West Side-Dry Creek section of the Goose Lake County Road, FAS 407. Also enclosed are three prints of a map covering this area.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

cc: Mr. Dean Swift, Div. Eng.

FORM E-20 25M 8-51 62215

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 2, 1955

SUBJECT: West Side-Dry Creek
Goose Lake County Road

To: Mr. John W. Cattrall
City and County Relations Officer
O F F I C E

Dear Sir:

Attached you will find three option forms, in quadruplicate, covering a gravel pit and haul road, to be acquired in connection with the West Side-Dry Creek Section of the Goose Lake County Road in Lake County, together with copies of Statements of Information. This contract is scheduled for letting in November 1955.

Also attached are three prints of 1R-5-791, covering this area and bearing our date of September 2, 1955.

NO.	NAME		AREA
23998	Jimi Ozamis	Parcel 1	25 acres
		Parcel 2	3.06 acres
23999	George T. & Violette Fenimore		6.75 acres
24000	Ross Foster, et ux		1.15 acres

Very truly yours,

Earl F. Saling

Earl F. Saling
Right of Way Office Manager

ML:lw
Enc: 3 options, in quad., 3 prints

NOTED
V. R. JONES

July 21, 1955

NOTED
J. W. CATTRALL Harold C. Ayers

Lake County Court
Court House
Lakeview, Oregon

Gentlemen:

Enclosed are four copies of a revised option form and four copies of a new option form covering the right-of-way required in connection with the West Side-Dry Creek section of FAS 407.

Please either return one signed copy of each option to this office or advise us when all right-of-way has been obtained.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm
Encl.

NOTED
J. F. HAGEMANN

FORM E-20 25M 8-51 53519

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
July 20, 1955

SUBJECT: File No. 23585
West Side-Dry Creek Section
Goose Lake Highway

To:

Mr. John W. Cattrall
County & City Relations Engineer
O F F I C E

Dear Mr. Cattrall:

Attached you will find one revised option and one new option form, each in quadruplicate, covering right of way to be acquired in connection with the West Side-Dry Creek Section of the Goose Lake County Road in Lake County.

This is a split of File No. 23585-Sherrard, transferring 0.08 acre to File No. 23693-Cartlidge, as per letter from Julian Herndon, Jr., Attorney at Lakeview, Oregon.

File No.	Name	Area
23585	J. C. & Maude Sherrard	0.67 acre
23693	Leonard Cartlidge	0.08 acre

Very truly yours,

R. L. PORTER
Right of Way Engineer

By
Earl F. Saling
Right of Way Office Manager

ML:ls
Attach: 2 option forms in quad.

RECEIVED
JUL 20 1955

FORM E-20K—97,500—8-50—62967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
Harold C. Ayers

Salem Office
July 12, 1955

SUBJECT:

File No. 23585
West Side-Dry Creek Section
Goose Lake County Road

To:

Mr. J. W. McCallister
R/W Description Engineer
O F F I C E

NOTED
J. W. CATTRALL

Dear Mr. McCallister:

Please see Julian Herndon, Jr.'s letter of July 9, attached to the above J. C. Sherrard file. If one or two new descriptions are in order, will you please prepare the same and forward them through the regular channels so that we can proceed to reply to Mr. Herndon and close this transaction.

Very truly yours,

R. L. PORTER
Right of Way Engineer

By
Earl F. Saling
Right of Way Office Manager

NOTED
E. F. Chidsey

EFS:ls

cc: John W. Cattrall
County & City Relations Engineer
Office

NOTED
J. F. HAGELMANN

RECEIVED
JUL 14 1955
ENGINEER
COUNTY & CITY RELATIONS

NOTED
R. L. PORTER

NOTED
V. R JONES

Salem, Oregon
June 6, 1955

NOTED
Harold C. Ayers

Mr. W. E. Chandler, Division Engineer
Oregon State Highway Department
Bend, Oregon

Attention: Mr. Robert Clark, Office Engineer

NOTED
J. F. HAGEMANN

Enclosed are the option forms for the West Side-Dry Creek section of the Goose Lake County Road, FAS 407, in Lake County which I discussed with you over the 'phone.

Three prints of a map showing the parcels of land described in the options are being forwarded under separate cover.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:[redacted]
Encl.

NOTED
J. W. CATTRALL

FORM 630—80M—10-54—79468

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
June 6, 1955

RECEIVED
JUN 6 1955
ENGINEER
COUNTY & CITY RELATIONS

SUBJECT: Option Forms
West Side-Dry Creek Section
Goose Lake County Road
Lake County

To: J. H. Cattrall
County & City Relations Engineer
O F F I C E

Dear Mr. Cattrall:

Attached you will find 20 option forms in quadruplicate covering right of way to be acquired in connection with the West Side-Dry Creek Section of the Goose Lake County Road in Lake County, together with copies of statements of information. This contract is scheduled for letting in 1955.

Also attached are three prints of Map No. 7B-32-14 covering this area and bearing our date of May 27, 1955.

Your attention is called to Nos. 16849, 16850 and 16851 on which options were obtained in December, 1950. Our records do not disclose any information as to their disposition or whether they were just allowed to expire.

File No.	Name		Area
16849	Chas. W. and Edna V. Stiles		3.32 acres
16850	Anthone Weber Jr. & Arthada Weber	Parcel 1	0.44 acre
		Parcel 2	0.04 acre
16851	George Ashcraft et ux		2.2 acres
23584	Herbert & Hazel T. Stover		0.23 acre
23585	J. C. and Maude Sherrard		0.75 acre
23586	C. V. and/or Florence T. Fenimore		1.5 acre
23587	Austin A. & Margaret T. Haven		0.11 acre
23588	Aldon K. Hanks		0.58 acre
23589	Charles E. & Roberta L. Dameron		0.58 acre
23590	C. V. and Fern Vandiver		1.0 acre
23591	Wilson & Elsie Hanks		0.41 acre
23592	S. A. & Myrtle Haven		0.00 acre
23593	Dee M. Batman		1.5 acres
23594	Earl Hawk et ux		0.00 acre
23595	D. R. & Vada Middleton		0.63 acre
23596	Urcie Lee & Loy L. Lamb		0.90 acre
23597	J. W. Robinson		0.09 acre
23599	Gayle E. Holladay		0.2 acre
23600	Cora Ozamis		0.10 acre
23601	A. E. Anderson		0.59 acre

ML:ls
Attach: 20 options &
3 prints 7B-32-14

Very truly yours,
R. L. PORTER

By Earl F. Saling
R/W Office Manager

= COPY =

NOTED
J. W. CATTRALL

Klamath Falls, Oregon
March 30, 1955

NOTED
Harold C. Ayers

Honorable Chris H. Langslet
County Judge
Lake County
Lakeview, Oregon

NOTED
V. R. JONES

Dear Judge Langslet:

We have been given the job of taking care of the engineering on the West Side-Dry Creek Section of the Goose Lake Highway. I am not familiar with your plans for performing work on this project and would like to arrange for a meeting with your superintendent or other officials that will be interested in this job.

We have completed the staking of the channel change at Drews Creek and work on the channel change could be started as soon as the right of way has been cleared. We can arrane for the staking of other work on the project in the next few weeks however, before any further work is done I hope to see your superintendent and lean of your plans for work.

Very truly yours,

Jos. G. Toole
Resident Engineer

JGT:jn
cc: Mr. Swift

RECEIVED
APR 11 1955
ENGINEER
COUNTY & CITY ROADS

NOTED
Harold C. Ayers

December 23, 1954

Lake County Court
Court House
Lakeview, Oregon

NOTED
J. F. HACKEMANN

Gentlemen:

This is to advise that the B.P.R. has approved your requested extension of FAS 407. Please correct your maps showing the county FAS System accordingly.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
J. W. CATTRALL

NOTED
V.R. JONES

NOTED
J. W. CATTRALL

November 3, 1954

NOTED
Harold C. Ayers

Lake County Court
Court House
Lakeview, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On October 28th the Highway Commission approved the extension of FAS 407 as requested by the County. This proposed addition to the County FAS System will now be submitted to the Bureau of Public Roads for approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

See S.T. #90

John W. Cattrall
Engineer, County and City Relations

JFH:[redacted]

September 22, 1954

NOTED
V. R. JONES

Lake County Court
Court House
Lakeview, Oregon

NOTED
Harold C. Ayers

J. W. CATTRALL

Gentlemen:

Enclosed are two copies of a map upon which the county road you have requested for addition to the FAS System is shown in color. Please indicate approval by signing in the space provided and return one signed copy to this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:mm
Encl.

NOTED
J. F. HAGEMANN

NOTED
[illegible]

November 1, 1954

NOTED
Harold C. Ayers

Lake County Court
Court House
Lakeview, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On October 20th the Highway Commission approved for construction with Federal Aid Secondary funds the projects in Lake County as shown on the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Preparation of plans and specifications and approval by the Bureau of Public Roads are now required prior to contracting the proposed projects. Preliminary engineering will be handled by our Division Office in Bend and will proceed as rapidly as available engineering personnel will permit.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

LAKE COUNTY
PROPOSED PROJECTS

FAS 407 - Drews Creek Bridge, $20,000. This bridge is located approximately 2 miles southwest of the community of West Side.

The proposed project is to construct a new bridge on a revised location over Drews Creek. The bridge will be over a channel change. The FAS project will be for the structure only with county forces performing all road approach work, constructing the channel change, and removing the existing structure. The existing structure can probably be used during construction; however, in this event only part of the channel change could be made prior to completion of the bridge and road approaches on the revised alinement. Details should be worked out with the county.

FAS 407 - West Side-Dry Creek, 6.2 Miles, $98,000. This section extends from the end of the Maddock Corner-West Side FAS oiling project completed last year, southerly to a point approximately 1 mile north of Dry Creek.

The proposed project is to place base material and a 20' wide O-11 with 1' shoulders on the grade and temporary surfacing to be constructed by Lake County. A survey of this section has already been made and the field data is in the Division Office at Bend. The county plans to start grading operations early in 1955 and has requested that the Highway Department set grade stakes as a control for the county work.

9/9/54

1954

COURT OF Lake COUNTY

R Beckman
COUNTY JUDGE

G. A. Cagle
COUNTY COMMISSIONER

COUNTY COMMISSIONER

WEST SIDE

GOOSE LAKE

FREMONT

NEW PINE CREEK

Willow Point

Crane Mtn
8446'

Fitzwater Point

MODOC NATIONAL FOREST

MODOC COUNTY

MODOC NATIONAL FOREST

CALIFORNIA

N

ARRANGEMENT OF SHEETS FOR LAKE COUNTY

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE
1 0 1 2 3 4 Miles

1936
REVISED 1939

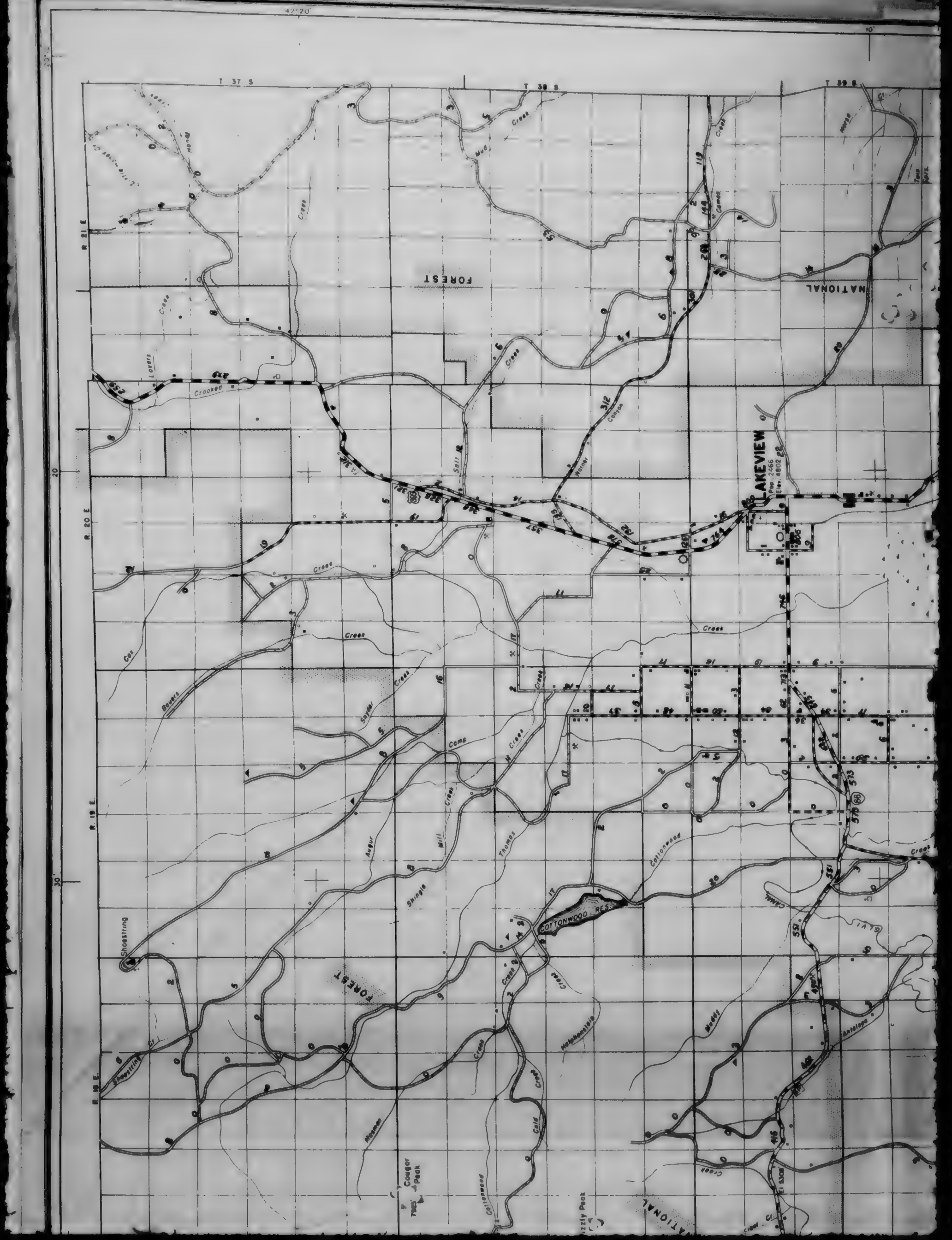
GENERAL HIGHWAY MAP
LAKE COUNTY
OREGON

TRAFFIC VOLUME

FIGURES PARALLELING ROAD BAND ARE THE 1941 ANNUAL DAILY TRAFFIC VOLUMES AND APPLY TO THE SECTION OF ROAD BETWEEN ROAD JUNCTIONS AS SHOWN.

SHEET 7 OF 9 Polyconic Projection

NOVEMBER, 1936 LAKE COUNTY OREGON 19


42°20'
10'
T 37 S
T 38 S
T 39 S
R 21 E
R. 20 E.
R. 19 E.
20
30
FOREST
NATIONAL
LAKEVIEW
Pop. 2466
El. 4802 ft
COTTONWOOD RES.
Crooked
Lovers
Sail
Warner
Camas
Horse
Mud
Creek
Canyon
Bowers
Sawmill
Camp
Augur
Mill
Thomas
Cottonwood
Shingle
Shoestring
Shoestring Cr.
Helphenstein
Cold
Meadow
Antelope
Cougar Peak
Grizzly Peak
Slow Cr.
CANAL
Hwy
66
140
395
573
578
551
555
365
245
Pass
Spr.

120° 50'
40'
30'
R. 16 E.
R. 17 E.
R. 18 E.
R. 19 E.
T. 32 S.
T. 33 S.
KLAMATH COUNTY
To Klamath Falls
Sprague
River
Buckboard Cr.
Pothole
Creek
Whitworth
Quartz Valley
Butte
North Butte
Quartz Mtn Pass
Highest Elevation
in the
Oregon State
Highway System
el 5504'
Logging Railroads
Balance of Alignment
Not Determined
Quartz Butte
QUARTZ MOUNTAIN
Indian
Creek
REFUGE
Coleman
Rim
Creek
Creek
Shoestring
Shoestring Cr.
Shoestring
Bears
Creek
Mesmer
Creek
FOREST
Augur
Creek
Snyder
Creek
Shingle
Mill
Creek
Camp
Creek
7925'
Cougar
Peak
Razor Back Ridge
Cottonwood
Creek
Howard
Creek
Cold
Creek
Creek
Creek
Thomas
Creek
Creek
Creek
Grizzly Peak
Horsehaven
Creek
COTTONWOOD
RES.
Cottonwood
Creek
Creek
LOFTON
LAKE
HEART
LAKE
Fishhole
Mtn.
BIG SWAMP
Fishhole
Creek
GAME
Chandler
Creek
NATIONAL
Muddy
Creek
Lo Snow Cr.
el 5306'
CANAL
Deni
Creek
DAVIS
LAKE
Lower Cr.
DREWS
Upper
Creek
Fish
Creek
Delintment
ELK L.
Cr.
VISTILLAS
Creek
DEER
Salt Spr.
Creek

VISTILLAS

DEER

RESERVOIR

Antelope

Creek

Salt Spr.

Hay

FREMONT

Dog Mtn.

6930

Dog

Horseshoe Creek

WEST SIDE

STRAWBERRY RESERVOIR

Strawberry Butte

Barry Point

MULE

DOG LAKE

APPROVED 19 54

COUNTY COURT OF ..... COUNTY

BY J. R. Beckman
COUNTY JUDGE

G. U. Ogle
COUNTY COMMISSIONER

COUNTY COMMISSIONER

Brushy Mtn.

ALBERTSON RESERVOIR

Onion Knoll

Willow Camp Spr.

Hart Mtn.

YOCUM

Castle Rock

Fitzwater Point

McCarty

Dry

Fork

North

Creek

T. 41 S.

KLAMATH COUNTY

MODOC COUNTY

R. 15 E.

R. 17 E.

R. 19 E.

MODOC NATIONAL FOREST

MODOC NATIONAL FOREST

42°00'

120°30'

45°

30'

C A L I F O R N I A

GOOSE L

Fossil Swamp

LEGEND

N

PREPARED BY THE
OREGON STATE HIGHWAY D
IN COOPERATION WITH THE
U. S. DEPARTMENT OF AG
BUREAU OF PUBLIC RO
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLAN

SCALE

1936
REVISED 1939

S-248(1) Emerson Loop Oiling Project 1955
on the Emerson Loop County Rd.
#1570

RECEIVED
MAR 11 1957
FOR FILING

W. C. Williams

NOTED
W. C. WILLIAMS

March 5th, 1957

FINAL COST ANALYSIS
Oiling
Babler Bros., Inc., Contractors
A. V. Benedict, Resident Engineer

Emerson Loop Section
~~Contract #4570~~
S-248(1)
470

Emerson Loop Road
Prefix 533-1044

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	10.63	Mile	$100.00	$84.29	$ 896.01	$ 1,063.00
½"-¼" Material in Binder Course	1,452	Cu. Yd.	3.00	2.91	4,227.38	4,356.00
Furnishing & Placing Aggregates	6,327	" "	3.25	3.21	20,329.79	20,562.75
RC-3 Asphalt	184.62	Ton	39.00	31.92	5,899.11	7,200.18
150-200 Asphalt	570.95	"	36.00	28.45	16,242.93	20,554.20
Sprinkling	357	M/Gal.	3.00	1.26	449.33	1,071.00
PA #1, Extra for Asphalt Containing Non-Strip Additive	368.13	Ton	7.80	6.50	2,392.85	2,871.41
Force Account (Flagging)					415.30	238.80
					$50,852.70	$57,917.34

Gross Revenue	$57,917.34
Total Cost	50,852.70
Net Profit	$ 7,064.64

Net Profit Equals 12.2% of Gross Revenue

RECEIVED
MAR 8 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Detail of Cost

Labor:			
Labor		$ 5,362.52	
Labor Insurance		368.94	
Health & Welfare		165.86	
			$ 5,897.32
Materials:			
Aggregates	7,779 Cu. Yd. at $1.975	$15,363.53	
RC-3 Asphalt	184.62 Ton " 25.75	4,753.97	
150-200 Asphalt	570.95 " " 22.50	12,846.38	
Non Strip Additive	$6.50 per Ton of Asphalt 368.13 Tons	2,392.85	
Freight on Asphalt		3,735.92	
			39,092.65
Equipment Rental & Misc. Supplies:			
Equipment Rental, Owned		$ 1,603.32	
" " , Hired (Trucks)		2,494.26	
Gas, Oil & Grease		1,352.55	
Bond		230.98	
Small Tools & Misc. Supplies		20.75	
Home Office & General Overhead		160.87	
			5,862.73
Total Cost			$50,852.70

Remarks:

This was a "Federal Aid Secondary Project" calling for the construction of 10.65 miles of Type O-11 oil mat wearing surface with binder course on the Emerson Loop Road in Wasco County.

This project was bid November 4th, 1955 and awarded November 14th, 1955. Work was started June 18th, 1956 and was completed July 17th, 1956. Final received September 10th, 1956.

The contractor subcontracted the crushing of the aggregate for this project to the C & W Crushing Company who was also crushing on the Columbia River-Dufur Rock Production Project for $1.975 per cu. yd. in stockpiles on this project. The crushing for this project started June 14th and was completed June 30th.

The prime contractor moved in his oiling equipment July 3rd and started the preparation of base July 5th, completing all the same day using one 99W blade, one #12 blade, two 3-leg rollers, one tandem and 3 water wagons. The binder was started July 6th and completed July 7th using 7 hired 6-yard trucks and distributor. The O-11 was started July 9th and was completed July 13th using nine hired 6-yard trucks and one owned 6-yard truck, three rollers, two blades, distributor and one 1½-yard Scoopmobile. One blade and a broom worked maintaining the new oil mat until July 17th.

The contractor, having good bid prices and equipment and completing the project very rapidly, was able to show a good profit.

M. N. Juve
Chief Cost Analyst

By . . C. E. Layton

A

OREGON STATE HIGHWAY DEPARTMENT

S.248 (1)
4570

(date)
September 21, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4570	2-Final	Babler Brothers, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20303	H-161424	$ 1,907.22	9/21/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1956

Time Extensions: None

Completion Date: July 17, 1956

Date Accepted: Aug. 16, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-24-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 24 1956

Ruth Rawlings

NOTED ON CARD

JK

RECEIVED
SEP 14 1956
FOR FILING

245 (1)
4570

September 14, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4570 for work performed on the Emerson Loop Section of the Emerson Loop Road in Wasco County was completed by the contractor, Babler Bros., Inc., on July 17 and was formally accepted by the Highway Commission on August 16, 1956.

Final payment in the amount of $1,907.22 will be released to the contractor on or after September 24, 1956. The total contract amount is $57,917.34, of which amount $238.80 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

el

NOTED ON CARD

RECEIVED
AUG 23 1956
FOR FILING

S-248(1)

4570

August 27, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Babler Bros.,Inc. on contract No. 4570, for oiling on the Emerson Loop Section of the Emerson Loop Road in Wasco County. This payment, in the amount of $56,010.00 will be released to the contractor on or after September 6,1956. The retained percentage is $1,732.27.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

el

NOTED ON CARD

RECEIVED
AUG 23 1956
FOR FILING

S-248 (1)

4570

August 27, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. O. H. Burnett

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Babler Bros.,Inc. on contract No. 4570, for oiling on the Emerson Loop Section of the Emerson Loop Road in Wasco County. This payment, in the amount of $56,010.00 will be released to the contractor on or after September 6,1956. The retained percentage is $1,732.27.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

el

NOTED ON CARD
gf

RECEIVED
JUL 24 1956
FOR FILING

S.248 (1)
4-C-1

July 23, 1956

Mr. C. G. Falk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 17, 1956 on Contract No. 4570, Emerson Loop Section, in Wasco County, in connection with Federal Aid Project No. S-248(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc: John Cottrell

WCW:mh

Form E-1—1954—10-55

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

S-248(1)
45'70

For Week Ending July 14, 1956, 19

Section Emerson Loop

Highway Emerson Loop County Road

Contractor Babler Bros., Inc.

Date of contract Nov. 14, 1955, 19

Date work started June 18, 1956, 19

Project authorization $64,229.06
Exclusive of Engineering $59,661.66

Kind of work Oiling

Section prefix 533-1044

Contract number 4570

Date of completion Aug. 31, 1956, 19

Estimated date of completion July 20, 1956, 19

Per cent of time elapsed 84 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 58,700

Estimated per cent overrun or underrun . . . . . - 1.7 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization $4,567.40

Engineering cost to date $ 2,200, 48 %

Date project was completed 7-17, 19 56

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Starting Monday, entire oil mat was completed Friday. Maintenance work Saturday. Rain, which shut down the Moro job Wednesday, did not bother this job at all. Only a few scattered drops fell.

RECEIVED
JUL 19 1956
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
R. D. ASBURRY

NOTED
L. H. Young

NOTED
V. D. WOLFE

Signed D. V. Burdett

Address P.O. Box 420, The Dalles.

NOTED
V. D. WOLFE

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 69712

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				10.65	
Miles partially completed					
Miles completed				10.65	
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				12	
Average force on project for week				20	
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....1...., Power graders .....2...., Rollers.....3...., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Windy		
Tuesday	Windy		
Wednesday	Cloudy, windy		
Thursday	Hot		
Friday	Hot		
Saturday	Hot		

03104

RECEIVED
JUL 5 1956
FOR FILING

S-248(1)

4570

July 3, 1956

Mr. G. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 18, 1956 on Contract No. 4570, Emerson Loop Section, in Wasco County, in connection with Federal Aid Project No. S-248(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DMP:bb

RECEIVED
JUL 3 1956
FOR FILING

FORM E-20X—50M—11-55—20X

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 29, 1956

SUBJECT: Emerson Loop Oiling
Emerson Loop County Rd.
Contract No. 4579

To: Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Reports Nos. 392906, 392907, 392909, 392910 and 392912, showing that;

(1) for the 1¼"-3/4" oiling aggregate there is an excess of material passing the 3/4-inch screen ranging from 6.1 to 19.8 percent, with an average of 12.3 percent too much passing the 3/4-inch and retained on the ½-inch screen.

(2) for the 3/4"-1/2" oiling aggregate there is an excess of material passing the ½-inch screen of from 3.1 to 8.4 percent, with an average of 5.7 percent too much material passing the ½-inch and retained on the ¼-inch screen.

This material was sampled from the stockpile at M. P. 10, and shows a consistent excess of finer rock sizes in both types of aggregate, making this material, as it now is, unsuitable for an O-11 oil mat.

Will you please instruct the resident engineer to have the contractor adjust his plant and quarry operations to furnish aggregate that is suitable. It appears as if scalping of the smaller size will greatly assist in meeting the specifications. It is suggested that plant screening be done daily for quality control.

Will you also, please have the resident engineer so mark the samples of improved aggregate that it is clear they represent corrected oil aggregate.

Forrest Cooper
Construction Engineer

By L. H. Young

L. H. Young
Ass't. Construction Engineer

RECEIVED
JUL 2 1956
OFFICE OF
STATE HIGHWAY ENGINEER

LHY-WCH:ef
cc to: W. C. Williams
Ray Webber

RECEIVED
JUN 26 1956
FOR FILING

S - 2(6)1
4570

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1956

SUBJECT: Emerson Loop Oiling
Emerson Loop Road
Contract No. 4570

To:
Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Report No. 392541, dated June 21, 1956 showing an excess of the part passing the 3/4-inch screen of 12.4 percent in the 1½"-3/4" crushed rock stockpile at M. P. 8.0, on The Dalles-California Highway, proposed for use as oiling aggregate.

Will you please instruct the resident engineer that if the sample submitted and reported upon was representative of the material in the stockpile, other aggregates must be used for the 0-11 oil mat construction.

If there is any question in his mind as to the adequacy of representation of this sample, please advise him to resubmit samples in sufficient number to adequately represent the available oil aggregate.

Also, please have him so mark these samples that is clear they represent resampling of the original source.

Forrest Cooper
Construction Engineer

By L. H. Young

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams ✓
Ray Webber

RECEIVED
JUN 25 1956
OFFICE OF
STATE HIGHWAY ENGINEER

CPR8-1932

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Ore[illegible]
County Wasco
Project No. S-2[illegible](1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 8th day of Feb., 19 56, by and between The Oregon State Highway Commission constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 9th day of June, 19 55, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 10.646 miles of 2-lane intermediate type surfacing
(Character of work)

between F.A. Route 4 approximately 3 miles southeasterly from F.A. Route 1 and F.A. Route 4 approximately 5 miles southeasterly of the point of beginning,

consisting of 10.646 miles of roadway and no (Number) bridges [illegible]
length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of thirty-eight thousand, nine hundred and 00/100 dollars ($38,900.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is sixty-two thousand, eight hundred one and 75/100 dollars ($62,801.75).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL

_____
Deputy State Highway Engineer

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer, Bureau of Public Roads

—33205

Oregon State Highway Department

Federal Aid Secondary
Project No. S-243(1)

EMERSON LOOP SECTION OF THE EMERSON

LOOP ROAD IN WASCO COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Nov. 23, 1955

Type Code 5231
Roadway (Sta.0+51.3 Thru Equa. 125+49.7=52+52.00;
251+72=0+00; 60+42.3=0+00; to Sta.174+58)
(Contract No. 4570)

10.66 miles	Preparation of Base	$100.00	$ 1,065.00
1,300 cu. yds.	½" - ¼" Material in Binder Course	3.00	3,900.00
6,430 cu. yds.	Furnishing and Placing Aggregates	3.25	20,897.50
220 tons	RC-3 Asphalt	39.00	8,580.00
600 tons	150-200 Asphalt	36.00	21,600.00
250 M-gal.	Sprinkling	3.00	750.00
			$ 56,792.50
All Required	Flagging (57.5% of Contractor's Cost)		300.00
	Subtotal		$ 57,092.50
	10% Engr. & Cont.		5,709.25
	Total		$ 62,801.75

Length of Roadway 10.616 Miles
Cost of Roadway Per Mi. $5,899.09

Federal Funds	$ 38,900.00
State Funds	11,950.87
County Funds	11,950.88
	$ 62,801.75

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds For Maint.: Chap. 529.

NOTE: Necessary funds have been deposited by Wasco County with the Highway Department.

CEIVED
EC 9 - 1955
R FILING

S-248 (1)
4576

December 9, 1955

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4576, which was awarded to you by the State Highway Commission on November 14, for oiling on the Emerson Loop Section of the Emerson Loop Road in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
NOV 17 1955
FOR FILING

Salem, Oregon
November 15, 1955

S-248(1)

4570

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Dear Mr. Cattrall:

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Wasco County covering the Emerson Loop section of FAS 588 in Wasco County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Wasco County.

Very truly yours

Secretary

rn
Attach: 5

FORM 830—8014—10-54—79488

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
NOV 3 1955
4

Salem, Oregon
November 1, 1955

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
W. C. WILLIAMS

Attached are three copies of a finance agreement covering the Emerson Loop section of FAS 588 in Wasco County. Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on August 9, 1954.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

APPROVED BY [illegible]
DATE 8-9-54 minute page 42
W. C. Williams

JDG:mm
Att.

2 agreements
(A)
4 copies to go

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

(A)

RECEIVED
NOV 15 1955
FOR FILING

5-248 (1)
4570

November 15, 1955

County Court of Wasco County
Court House
The Dalles, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Wasco County one fully executed copy each of a Maintenance and Finance Agreement between the State Highway Commission and Wasco County covering the Emerson Loop section of FAS 588, in Wasco County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc. 2

RECEIVED
DEC 12 1955
FOR FILING

S 248 (1)
4570

WESTERN UNION

November 14, 1955

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on November 4, 1955 accepted your proposal for the Emerson Loop Oiling Project on the Emerson Loop County Road in Wasco County for the sum of $56,792.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4570.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Dorothy Mc Cormack

R. G. Savage, SIAC
Forrest Cooper
S. H. Probert

NOTED
J. Mc C.

RECEIVED
MAY 16 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1955

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram
FULL RATE TELEGRAM
DAY LETTER
NIGHT LETTER

$
S
E

WESTERN UNION

1206 10-51

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE
LETTER TELEGRAM
SHIP RADIOGRAM

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 14, 1955
10:54 a.m.

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Contract for Emerson Loop Oiling Project on Emerson Loop County Road, Wasco County for which you submitted low bid on November 4, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

Assistant Engineer

JFH:mm

NOTICE
FORREST COOPER

RECEIVED
MAY 11 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 13 1955
FOR FILING

S-248 (1)
4570

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1955

SUBJECT: FAS 588, Wasco County

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

As per your instructions in connection with the attached correspondence, a meeting was scheduled with the Wasco County Court, Mr. Dean Swift, and a representative of this office for May 11th to discuss the base material being placed by county forces. Mr. Swift advised by phone on May 10th that he and Mr. Hill of the Soils Division went over this matter thoroughly with the County Road Superintendent and the matter was straightened out to the satisfaction of all parties concerned. For this reason the meeting of May 11th was cancelled. Mr. Swift further advised that he is writing a letter to the County Court setting forth all points agreed upon.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

NOTED
FORREST COOPER

RECEIVED
MAY 11 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 5 19--
FOR FILING

FORM 850—SOM—10-54—79488

Coast
Bill
Construction
Asst. Const. Eng.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1955

SUBJECT:

To: Mr. Ray Webber
Ass't. Construction Engineer

W. C. WILLIAMS

Of late we have had considerable correspondence and discussion re a job on a Wasco County secondary, the Emerson Loop Road, in the northern part of the County. The gist of the whole discussion has been that the County has been using an inferior quality material for surfacing and, as the Highway Department intends to do the oiling or paving work, it is possible that trouble might develop.

Will you please make an inspection of this job, or send someone to make the inspection, giving particular attention to the material in place on the road rather than the materials in the pit, and determine that there is no consentration of P.I. or any other thing that might cause distress or failure after the road is completed.

Before making your inspection please contact the division office and see if someone from there can go over the job with you.

Forrest Cooper
Ass't. Construction Engineer

FC:jv

cc: W. C. Williams
W. E. Chandler
G. W. Harra
A. V. Benedict

Cattrall

Is this a project wherein the county places the base and the oiling done with F.A.S. funds?

WCW.

...IGHWAY DEPARTMENT

...NT CORRESPONDENCE

...em, Oregon

...il 20, 1955

SUBJECT:

2:00 o'clock
May 11, 1955

To: Mr. W. C. Williams
Deputy State Highway Engineer

PLEASE RETURN TO
W. C. WILLIAMS

I am attaching a copy of a letter which is in the nature of an inter-office communication in the Bend division office and has to do with unsuitable base material on the Emerson Loop project, FAS 588, Wasco County. This letter points out a situation which can become and has been extremely embarrassing.

I recall that a few years ago the Highway Department did a surfacing and oiling job on a road in Wasco County near the community of Friend, and that the oil mat surfacing on this project broke up somewhat in places under log hauling. The County complained long and vocally about the breaks, which were not too serious and which we patched up. The County did not place the surfacing material on this project.

While we have but little control of the counties and I realize that we are in a somewhat odd position in these matters, I believe that we should put the county on notice that if inferior materials are used in surfacings no federal aid participation can be had for paving or oil mats. It might be well to have someone from the City and County office contact the County Court and work this matter out as diplomatically as possible as it is hard to phrase a letter which would get our point over without the possibility of offending the Court. If this meets with your approval, I would suggest that whoever contacts the Court meet with the Division Engineer or Assistant Division Engineer prior to the discussion with the Court and by discussion and investigation establish the facts to be presented.

RECEIVED
APR ...55

Forrest Cooper
Ass't. Construction Engineer

FC:jv

cc: W. E. Chandler
Ray Webber

Encl.

FORM S-80Z 20M 6-51 80116

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April 18, 1955

SUBJECT: Unsuitable Base Material
Emerson Loop - FAS 538
Wasco County Road System

To: Mr. Bear Swift
Assistant Division Engineer
Oregon State Highway Department
Bend, Oregon

Dear Sir:

On September 27, 1954, a letter was issued from this office to the Wasco County Roadmaster, The Dalles, Oregon, stating that the Johnston Gravel Pit had been tested and found satisfactory for use as pit run base material. In this letter, the county was informed that the material was "a little high in excess fines and plastic index", and that undesirable material was found to occur in pockets and thin lenses and that this material should be wasted.

About three weeks ago, the Wasco County Road crew started placing this gravel on the stated section. Preliminary examination of this material being placed on the road disclosed that unsuitable material was not being wasted as was advised and this material was being placed on the road. This office then had Mr. Olson, Division Office Laboratory Technician, act as inspector for one week and run a series of field soil tests on the material. After he determined that the gravel needed more stripping, he advised the County of his conclusions. The County followed his suggestions and more material was stripped. Later soil tests disclosed that the gravel was now suitable and Mr. Olson returned to Bend.

Two or three days later, excavation was started on a lower lift and the overburden that had been removed from the upper lift was now being mixed with the gravel. Also a seam or zone of silt-clay was encountered. None of this unsuitable material was removed from the gravel either in the pit or on the road. The result is that much of the later material placed on the road is now unsuitable according to our specifications.

Last week while I was in The Dalles area, I contacted Mr. Wilson and the County Road Foreman and informed them that the gravel was too dirty and that corrective measures would have to be taken. The county agreed to again strip off the overburden, blade out the unsuitable material already on the road, and have a man follow the blade and remove the chunks of silt-clay as the material was spread on the road.

Mr. Olson will go back to The Dalles this week and act as inspector again and try to correct the situation. However, in the event that this measure does not obtain the desired results, then I propose a move to a different part of the pit. If this does not produce the desired results, then I am of the opinion that this material source be classed as unsuitable and be condemned. In that event, either another gravel source will have to be obtained or crushed rock used for the base.

The county is well aware of my concern over t is matter and I have intimated that unless the material is suitable that a possible road failure might occur and that the material source would have to be rejected.

Very truly yours,

W. E. Chandler
Division Engineer

By
JAMES B. SCOTT
Division Soil Engineer

cc: Ray Webber
Mr. Wilson, Wasco County Roadmaster

S-5(5) Millicoma River Bridge on the Coos River Highway 1955

#4571

OREGON STATE HIGHWAY DEPARTMENT

(date)

February 19, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
S-5 (5) 4571	13-Final	Sig Anderson	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3186	H-173533	$ 4,298.18	2/19/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1956

Time Extensions: to Dec. 30, 1956

Completion Date: Dec. 30, 1956

Date Accepted: Jan. 22, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-19-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible] 1957

RECEIVED
FEB 1 1957
FOR FILING
L-5(5)
4571

January 31, 1957

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Avenue
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4571 for work performed on the Millicoma River Bridge Section of the Coos River Highway in Coos County was completed by the contractor, Sig Andersson, on December 30, 1956 and was formally accepted by the Highway Commission on January 22, 1957.

Final payment in the amount of $4,298.18 will be released to the contractor on or after February 11, 1957. The total contract amount is $143,272.77, of which amount $697.64 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
JAN 18 1957
FOR FILING

S-5(5)

4571

January 18, 1957

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Sig Andersson in connection with contract No. 4571, covering the Millicoma River Bridge Section of the Coos River Highway in Coos County. This payment in the amount of $7,471.91 will be released to the contractor on or after January 28, 1957. The retained percentage is $4,298.18.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
gl

FORM S-120 2000 REVISED 2-55.

RECEIVED
DEC 28 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN, Coos Bay
CHAS. H. REYNOLDS, MEMBER, La Grande
M. K. McIVER, MEMBER, Portland
M. B. GLAISYER, SECRETARY

S-5(5)
457

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK, STATE HIGHWAY ENGINEER
W. C. WILLIAMS, 1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER, 2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD, CHIEF COUNSEL

December 27, 1956

Mr. Sig Andersson
1371 Bayview Ave.
North Bend, Oregon

Dear Sir:

The State Highway Commission at its meeting held on December 17 had under discussion your request for an extension of time from October 31, 1956 to December 30, 1956 within which to complete your contract No. 4571, covering the Millicoma River Bridge Section on the Coos River Highway in Coos County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. D. Morgan,
Division Engineer

E. H. Ash,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
DEC 11 1956
FOR FILING

5.5(5)

4571

A

December 10, 1956

Request for Extension of Time
No. 10
December 17 and 18 meeting

Oregon State Highway Commission

Gentlemen:

Re: Millicoma River Bridge on
Coos River Secondary Highway
Contract No. 4571

Sig Andersson, contractor on the Millicoma River Bridge on the Coos River Secondary Highway, has requested an extension of time from October 31, 1956, to December 30, 1956, in which to complete the contract.

The contractor was delayed approximately one month before the contract was entered to him. He was also delayed in performing the necessary grading work by extremely bad weather. Traffic was routed over the new structure before the expiration of the specified completion date.

It is recommended that this extension be granted without penalty. This is a secondary highway project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

PHS/nm
Attached

RECEIVED
OCT 2 1956
FOR FILING
2-2 (5)
4571

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 27, 1956

SUBJECT: Millicoma River Bridge
Coos River Highway
Contract No. 4571

To:
Mr. Frank Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

Reference is made to Laboratory Report No. 402668, dated September 24, 1956 showing a 3 percent excess of allowable Plasticity Index for the 3/4"-0 crushed rock being produced at the Hillstrom Quarry on Kentuck Slough.

The gradation of this material, taken from the stockpile, also shows a large percent of material passing the ¼-inch screen - 0.3 percent under the allowable figure.

It appears from this test report that either there is an excess of fines in the stockpile, or the stockpile was not sampled correctly. The attached memorandum on sampling suggests a method that will help eliminate the affect of segregation.

From the reports of material being produced for the 8th St.-14th St.-Coos Bay job it also appears as if sand equivalent tests can assist the engineer in guiding the contractor in his efforts to produce acceptable materials.

Will you please have the resident engineer instruct the contractor to adjust his quarry and pit operations so that acceptable materials can be produced. Also, will you please instruct the resident engineer to so mark samples of improved aggregate that it is clear they represent corrected 3/4"-0 crushed rock.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of
cc to: Forrest Cooper
Ray Webber

NOTED
G. S. PAXSON

RECEIVED
SEP 28 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

S-5(5)
4571

Oct 8-1991
State Oregon
County Coos
Project No. S-5(5)

RECEIVED
MAY 1 - 1956
FOR FILING

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 23rd day of Apr., 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 18th day of October, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.270 miles of grading, draining, 2-lane intermediate type surfacing, and bridge construction
(Character of work)

between FA Route 2 near Coos Bay and a road junction approximately 5 miles northeast of Allegany,
(Control points)

consisting of 0.200 miles of roadway and one (Number) bridge totaling 0.070 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of ninety-three thousand and 00/100 dollars ($ 93,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one hundred fifty-five thousand, four hundred seventy-three and 45/100 dollars ($ 155,473.45).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title)

By Chas H Lynch
Member, State Highway Commission

By _____
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

_____
Assistant STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer, Bureau of Public Roads

—33205

Oregon State Highway Department

Federal Aid Secondary
Project No. S-5(5)

MILLICOMA RIVER (ALLEGANY) BRIDGE SECTION OF THE

COOS RIVER HIGHWAY IN COOS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Feb. 27, 1956

Type Code 5211
Roadway (Sta. 5+50 to 22+63)(Contract No. 4571)

All	Required	Clearing and Grubbing	$	$ 2,300.00
12	cu. yds.	Drainage Excavation, Unclassified	3.00	36.00
19,300	cu. yds.	General Excavation, Unclassified	1.45	27,985.00
0.20	mile	Finishing Roadbed and Slopes	1,000.00	200.00
600	lin. ft.	Rounding Cutbanks	0.30	180.00
24	lin. ft.	18-inch Concrete Pipe	3.65	87.60
400	lin. ft.	Metal Guard Rail	3.10	1,240.00
14	only	Metal Sight Posts	3.00	42.00
2,000	cu. yds.	Coarse Crushed Material in Base	4.63	9,260.00
230	cu. yds.	3/4" - 0 Material in Base	5.13	1,179.90
54	M-gal.	Sprinkling	3.50	189.00
0.20	mile	Preparation of Base	350.00	70.00
25	cu. yds.	3/4" - 0 Material in Binder Course	8.00	200.00
120	cu. yds.	Furnishing and Placing Aggregates	8.00	960.00
5	tons	MC-3 Asphalt	75.00	375.00
10	tons	150-200 Asphalt	75.00	750.00
3	tons	RS-1 Asphalt	100.00	300.00
				$ 45,854.50
All	Required	Flagging (57½ of Contractor's Cost)		1,500.00
			Subtotal	$ 47,354.50
			10% Engr. & Cont.	4,735.45
			Total	$ 52,089.95

Type Code XC21
Alleganey Bridge (Sta. 14+95 to Sta. 13+65)(Contract No. 4571)

All	Required	Remove Old Bridge	$	$ 2,000.00
All	Required	Shoring and Cribbing		4,500.00
310	cu. yds.	Structural Excavation	4.00	1,240.00
15	cu. yds.	Excavation Below Elevation Shown	10.00	150.00
2,490	lin. ft.	Furnish Steel Piling	4.50	11,205.00
83	only	Drive Steel Piles	30.00	2,490.00
900	cu. yds.	Class "A" Concrete	56.00	50,400.00
200,000	lin. ft.	Metal Reinforcement	0.11	22,000.00
			Subtotal	$ 93,985.00
			10% Engr. & Cont.	9,398.50
			Total	$103,383.50

Length of Roadway	0.198 Mile
Length of Structure	0.070 Mile
Total Length	0.268 Mile
Cost of Roadway Per Mile	$263,080.55

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 52,089.95	$ 31,159.00	$ 20,930.95
Structure	103,383.50	61,841.00	41,542.50
	$155,473.45	$ 93,000.00	$ 62,473.45

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
JAN 10 1956
FOR FILING

S-5 (E)
4571

January 10, 1956

Mr. Sig Andersson
1371 Bayview Ave.
North Bend, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4571, which was awarded to you on December 13, 1955 by the State Highway Commission, covering the Millicoma River Bridge on the Coos River Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
DEC 13 1955
FOR FILING

S-5(E)
4511

December 13, 1955

NOTED
J. Mc C.

Mr. Sig Anderson
1371 Bayview Avenue
North Bend, Oregon

Dear Sir:

The State Highway Commission on November 3, 1955 accepted your proposal for the Millicoma River Bridge on the Coos River Highway in Coos County for the sum of $137,239.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4571.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

fp

cc Mr. R. G. Savage (SIAC)
Mr. Forrest Cooper
Mr. S. H. Probert
Mr. P. M. Stephenson
Pacific Builder & Engineer, Inc.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
December 13, 1955
8:45 a.m.

Mr. Sig Andersson
1371 Bayview Avenue
North Bend, Oregon

Contract for Millicoma River Bridge, Coos County, for which you submitted low bid on November 3, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CC Confirmation
Accounting (5003-900)
Mr. C. W. Head
[redacted]

quired by law before the work is commenced.

It is requested that this office be notified sufficiently in advance of the commencement, suspension, resumption and completion of the work, in order that inspections may be made at appropriate times. It will be noted that condition 3 of the instrument requires that the construction be commenced by November 23, 1957 and completed by November 23, 1959.

Very truly yours,

Encl.
Approv of Plans
Nov 23, 1955

DAVID S. PAXSON
Colonel, Corps of Engineers
Acting District Engineer

NOTED
G. S. PAXSON

RECEIVED
J 31 1955
FOR FILING

November 30, 1955

NPP 800.6(Millicoma R.-Bridges)-1

Oregon State Highway Department

Salem, Oregon

ATTENTION: Mr. R. H. Baldock, State Highway Engineer

Original given Mr. Baldock along with permit.

Gentlemen:

In response to your application of September 22, 1955, there is inclosed an instrument approving the location and plans for a bridge to be constructed across the West Fork of Millicoma River at Allegany, Oregon.

The instrument authorizes the work in accordance with the approved plans attached to and made a part of the authorization. Should it be necessary because of unforeseen or altered circumstances to deviate materially from the approved plans, it will be necessary to submit revised plans showing any proposed changes to this office in order that they may receive the approval required by law before the work is commenced.

It is requested that this office be notified sufficiently in advance of the commencement, suspension, resumption and completion of the work, in order that inspections may be made at appropriate times. It will be noted that condition 3 of the instrument requires that the construction be commenced by November 23, 1957 and completed by November 23, 1959.

Very truly yours,

Incl.
Approv of Plans
Nov 23, 1955

DAVID S. PARKER
Colonel, Corps of Engineers
Acting District Engineer

NOTED
G. S. PAXSON

OREGON STATE HIGHWAY DEPARTMENT

Located Line

MILLICOMA BRIDGE UNIT
ENEGREN FERRY - ALLEGANY SECTION
COOS RIVER HIGHWAY
COOS COUNTY

Scale: 1 inch = 50 feet

Traced by H.K.E. June, 1955

TRUE BEARINGS
NOVEMBER 3+4, 1953
COMMISSION MEETING

DRG. NO. 7B-33-15

DISTRICT ENGINEER DATE

S-5(5)
4-11

MILLICOMA RIVER (ALLEGANY) BRIDGE SECT. COOS RIVER HIGHWAY COOS COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-5(5)		See Index

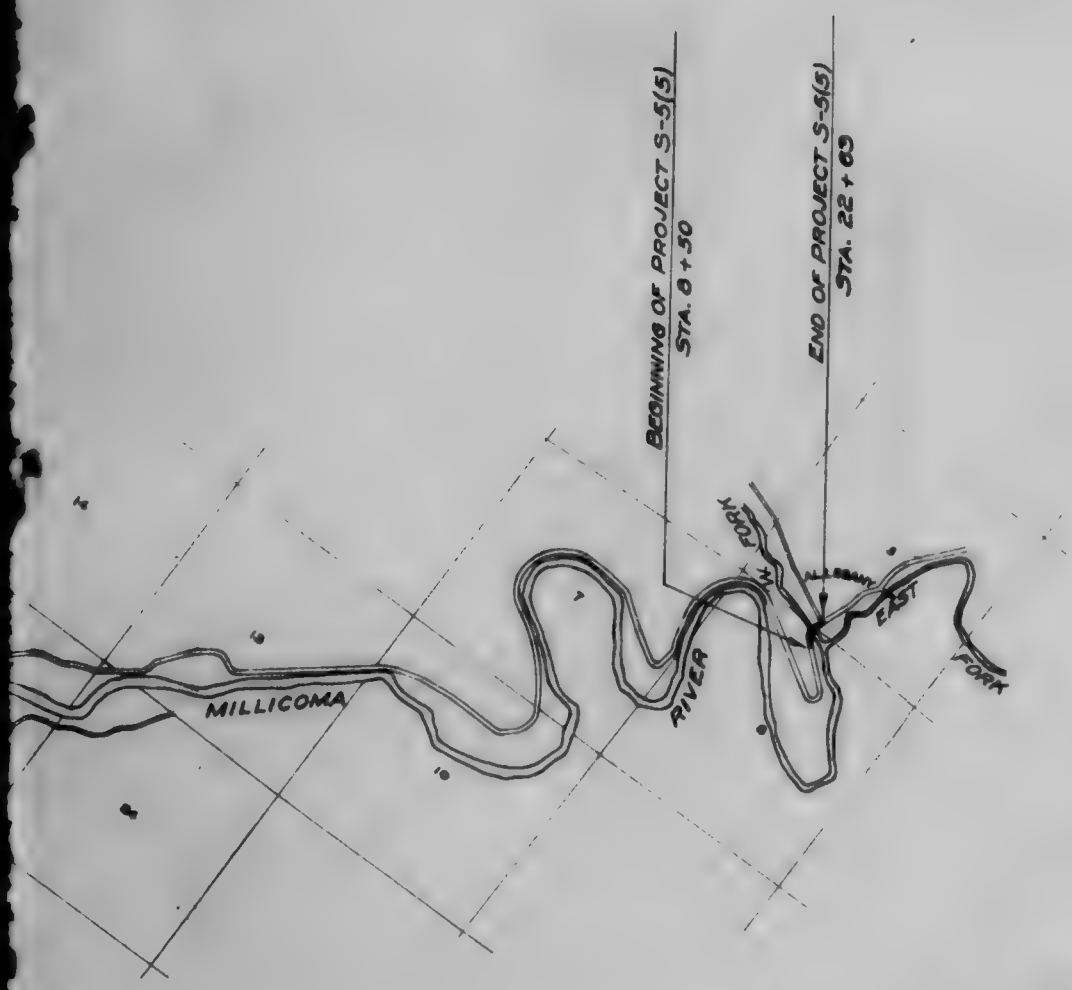
OF OREGON
AY DEPARTMENT

OPOSED PROJECT

ADING & OILING

EGANY) BRIDGE SECTION

ER HIGHWAY
COUNTY
BER, 1955



Miles

REGISTERED PROFESSIONAL ENGINEER 157 OREGON NOV. 8, 1949 R. H. BALDOCK

R. H. Baldock
STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION

BEN. R. CHANDLER, Chairman
CHAS. H. REYNOLDS, Commissioner
M. K. McIVER, Commissioner

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED:

DISTRICT ENGINEER — DATE

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Summary & Typical Section
3	Plan & Profile

Org. Nos.

12,248
12,249
12,250
12,251
3-83
1417
2051

} Bridge

Guard Rail & Sight Posts

STATE OF OREG
STATE HIGHWAY DE

PLANS FOR PROPOSED

BRIDGE, GRADING & OILI

MILLICOMA RIVER (ALLEGANY)

COOS RIVER HIGH

COOS COUNTY

NOVEMBER, 1955

CONVENTIONAL SIGNS

- State Line
- County Line
- City or Town Limits
- Township Line
- Section Line
- Donation Land Claim Line
- Fence Line
- Guard Rail
- Unfenced Property or Right of Way Line
- Existing Roads
- Trails
- Base or Survey Line
- Railroads
- Retaining Wall
- Culverts
- Drop Inlet
- Trolley Pole
- Power Pole
- Telephone or Telegraph Poles
- Marsh
- Irrigation Ditches
- Bridges
- Trees

Sketch Map

Scale 0 ½ 1 Miles

RECEIVED
SEP 29 1955
FOR FILING

S. 5 (5)
4571

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND DISTRICT
628 Pittock Block
Portland 5, Oregon

NPPKS-4
NPP 800.6(Millicoma River-West Fork-Bridges) September 29, 1955

NOTED
W. C. WILLIAMS

PUBLIC NOTICE

The Oregon State Highway Department, Salem, Oregon, has applied to the Corps of Engineers, Department of the Army, for approval of the location and plans for a BRIDGE to be constructed across the WEST FORK of MILLICOMA RIVER at ALLEGANY, OREGON.

The site for the proposed BRIDGE is immediately downstream from the existing bridge crossing the WEST FORK at Allegany. The existing bridge will be removed when the proposed new bridge is completed. The plans submitted for approval show that no piers will be placed channelward from the mean low water lines. The northerly (left bank) pier will be at the line of mean low water, and the southerly (right bank) pier will be about 22 feet landward from the line of mean low water.

Clearances to be provided for navigation are as follows:

Horizontal	Total between piers about	95'
	At right angle to stream	85'
Vertical clearance (minimum)	Above mean low water	29.3'
(minimum)	extreme high water	4.3'

Maps and plans for the work are on file and may be seen in this office.

Letters concerning the effect of the work on navigation are requested from all parties concerned, particularly navigation interests and State, Port and other local authorities. It is NOT proposed to hold a public hearing unless the response to this notice indicates one is needed to develop all facts. Replies to this notice should be mailed to reach this office not later than October 25, 1955.

RECEIVED
SEP 30 1955
OREGON
STATE HIGHWAY COMMISSION

T. W. RAGSDALE
Chief, Operations Division

RECEIVED
SEP 26 1955
FOR FILING

S-5 (5)
4571

September 22, 1955

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Application is hereby made by the State Highway Department of the State of Oregon at Salem, Oregon, for approval by the Chief Engineer and the Secretary of the Army of plans of a bridge to be constructed across the Millicoma River at a point approximately eight and one-half miles above the mouth of the waterway, as shown on the attached plan.

The legal authority for the structure is found in the General Bridge Act of 1946. Specific authority of the engineer to prepare plans and specifications is found in O.C.L.A., Section 100-126, Subsection 6. Attached hereto is an excerpt from the minutes of the Highway Commission authorizing the construction of the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/dp
Attached

cc P. M. Stephenson

RECEIVED
AUG 29 1955
FOR FILING

Salem, Oregon
August 26, 1955

Millicoma River Bridge

Mr. P. M. Stephenson
Bridge Engineer
State Highway Building

Dear Mr. Stephenson:

As requested by telephone yesterday, we have attached six copies of an entry from the minutes of January 18, 1955, at which time the Commission approved the Millicoma River Bridge project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

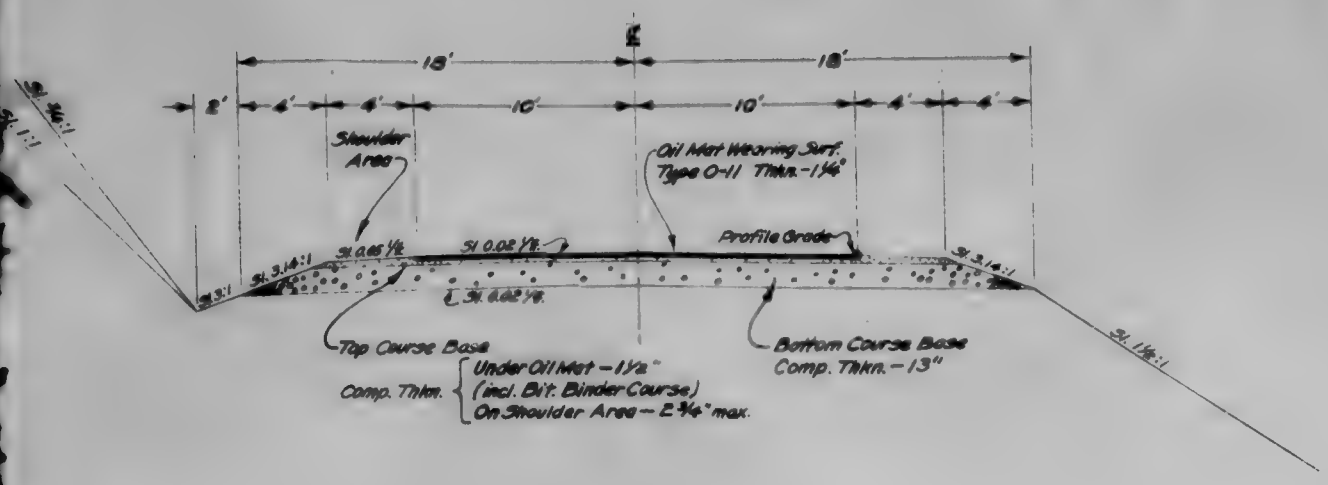
Secretary

FAQ:dc

Attach.

MILLICOMA RIVER (ALLEGANY) BRIDGE SECT. COOS RIVER HIGHWAY COOS COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-5(5)		See Index

TYPICAL SECTION



SUMMARY

Length of F. A. Project – 0.27 Mile.

ITEM	UNIT	NET QUANT.	ALLOW.	TOTAL
— ROADWORK —				
Clearing and Grubbing	All	All	–	All
Drainage Excavation, Unclassified	Cu. Yd.	11	1	12
General Excavation, Unclassified	Cu. Yd.	17,540	1,760	19,300
Finishing Roadbed and Slopes	Mile	0.20	–	0.20
Rounding Cutbanks	Lin. Ft.	550	50	600
18-inch Concrete Pipe	Lin. Ft.	21	3	24
Metal Guard Rail	Lin. Ft.	375	25	400
Metal Sight Posts	Each	12	2	14
Coarse Crushed Material in Base	Cu. Yd.	1,784	216	2000
¾"–0 Material in Base	Cu. Yd.	203	27	230
Sprinkling	M-Gal.	50	4	54
Preparation of Base	Mile	0.20	–	0.20
¾"–0 Material in Binder Course	Cu. Yd.	23	2	25
Furnishing and Placing Aggregates	Cu. Yd.	115	5	120
RC-3 Asphalt	Ton	4	1	5
150-200 Asphalt	Ton	8	2	10
RS-1 Asphalt	Ton	2	1	3
— STRUCTURE —				
Remove Old Bridge	All	All	–	All
Shoring, Cribbing, etc.	All	All	–	All
Structural Excavation	Cu. Yd.	290	20	310
Excavation Below Excavations Shown	Cu. Yd.	–	15	15
Furnish Steel Piling	Lin. Ft.	2,450	–	2,450
Drive Steel Piles	Each	83	–	83
Class "A" Concrete	Cu. Yd.	888	12	900
Metal Reinforcement	Lb.	194,250	5,750	200,000

1 variable

MILLICOMA RIVER (ALLEGANY) BRIDGE SECT. COOS RIVER HIGHWAY COOS COUNTY				SHEET No 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
8	OREGON	S-5(5)		

Remove Existing Timber Bridge

Construct R.C.D.G. Bridge 370' Long — 26' Roadway

R/W LINE

RIVER

MILLICOMA

SECONDARY

18+63 to 21+13
Inst. Metal Guard Rail, Galv.

R/W LINE

HWY.

WEST FORK ROAD

Bdg. 12" Conc. Pipe - Do Not Disturb

Inst. Metal Sight Posts

P.C.S. 19+42.00
Install Metal Sight Post

7° C.R.
Δ = 66°06'00"
T.S. = 737.45

ALLEGANY

400' Sp.
S = 1.4°
D = 1.75

Sec 8

Sec 5

P.T. 23+42.00

N 78°13' 30" E.

18+63 to 21+13
Install Metal Guard Rail, Galv. — 250'

21+63 to 25+63
Install 2 Metal Sight Posts Lt.

+1.42 Inst. Metal Sight Post Rt.

END OF PROJECT
Sta. 22+63

+1.97 5%

Remove Existing Timber Bridge
Construct R.C.D.G. Bridge - 370' Long - 26' Roadway

800' K.C.

Extreme High Water

Elev. 8.75

Elev. 2.0

16 17 18 19 20 21 22 23

T. 25 S. R. 11 W. W.M.

N

R/W LINE

+.65 Extend Entg. 48" Conc. Pipe Lt. & Rt.

13+85 to 14+95
Inst. Metal Guard Rail, Galv.

RIVER

R/W LINE

COOS

Install Metal Sight Posts

EXISTING

R/W LINE

P.S.C. 13+97.72
Install Metal Sight Post

R/W LINE

N. 49°50'40" W.

400' Sp.
S=14°
a=1.75

FORK

WEST

Sec. 8

65.00

13+85 to 14+95
Inst. Metal Guard Rail, Galv. — 110'

-4.10%

+.67 Extend Entg. 48" Conc. Pipe -21'
Dr. Str. -11 C.Y.

+.38 Inst. Metal Sight Post Rt.

+.38 Inst. Metal Sight Post Lt.

+.38

Finish Grade to R. W. Rt. 2

BEGINNING OF PROJECT
Sta. 8+50

8+50 to 13+00
Install 7 Metal Sight Posts Lt.

Exc. 316
Emb. 316

Exc. 340
Emb. 340

Exc. 621
Emb. 621

Exc. 7602
Emb. 7602

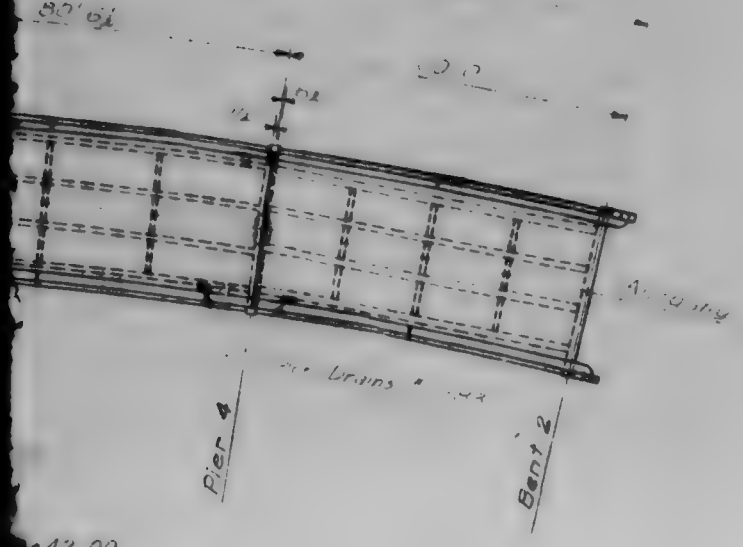
Exc. 2102

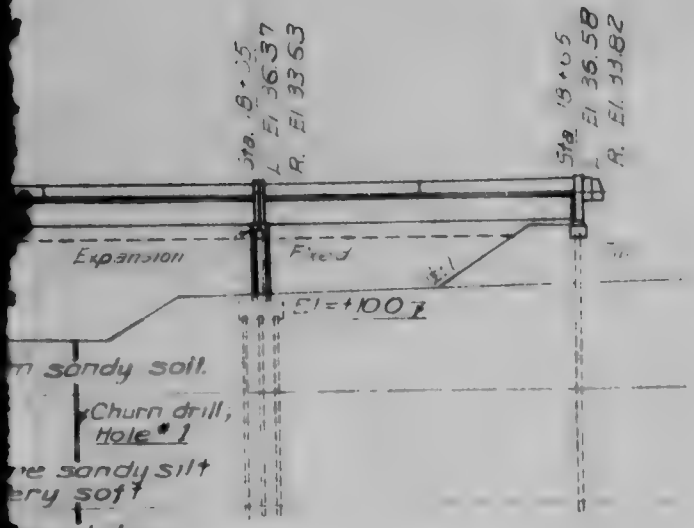
Exc. 286

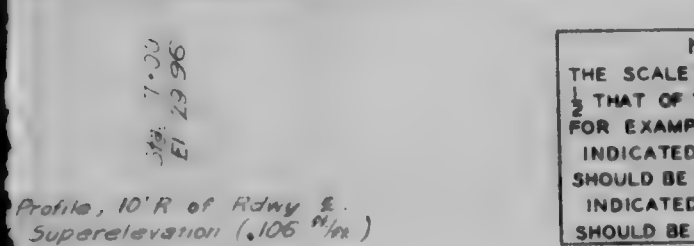
60
50
40
30
20

8 9 10 11 12 13 14 15

SURVEY
NOTE BOOK
NO.







Profile, 10' R of Rdwy &
Superelevation (.106 ft/ft)

PROFILE
Not to Scale

General Notes:

Bridge designed for H20-S16-44 loading

All concrete shall be class A and shall attain a breaking strength of 3300 "lbs" at 28 days. (fc = 1320 p.s.i.)

All reinforcing steel shall be intermediate grade deformed bars, grade conforming to A.S.T.M. spec. A305-50T. Bars #3 to #11 shall be furnished in diameters at all splices unless noted or shown otherwise. All bars shall be placed 2" clear of the nearest concrete face unless shown otherwise (fs 20,000 p.s.i.)

All workmanship and materials shall conform to the specifications for Bridges of the Oregon State Highway Commission.

Bearing value of foundation. Point bearing on sandstone; 6,000 #/sq.ft.

Pouring Note for Box Girder Series

Bottom slab and bm stems to bottom of deck to be made in one continuous pour. Delay pour at bottom of upper fillets a sufficient time to allow for initial shrinkage in stems to take place. Bulk-head may be placed near ℄ of 100'-0" span, normal to ℄ to reduce size of pour, for bottom slab & stems, only. Deck may be bulkheaded over a transverse beam only

DEAD LOAD CAMBER CURVE
For 80'-0"-100'-0"-80'-0" Series

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE ¾" = 1'-0"
SHOULD BE READ ⅜" = 1'-0".
INDICATED SCALE 1" = 10'-0"
SHOULD BE READ 1" = 20'-0"

Approved:

P.M. Hickerson
Bridge Engineer

K.H. Dawson
Asst. State Highway Engineer

Chief Highway Engineer

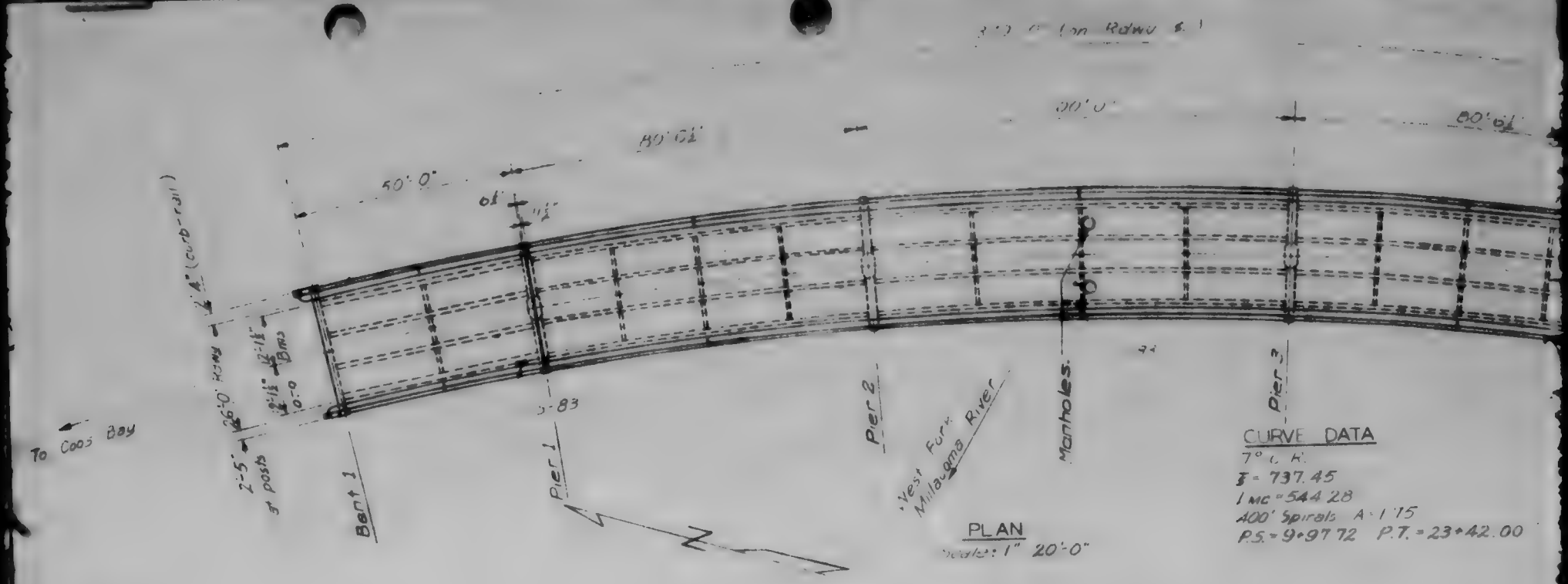
OREGON
STATE HIGHWAY COMMISSION

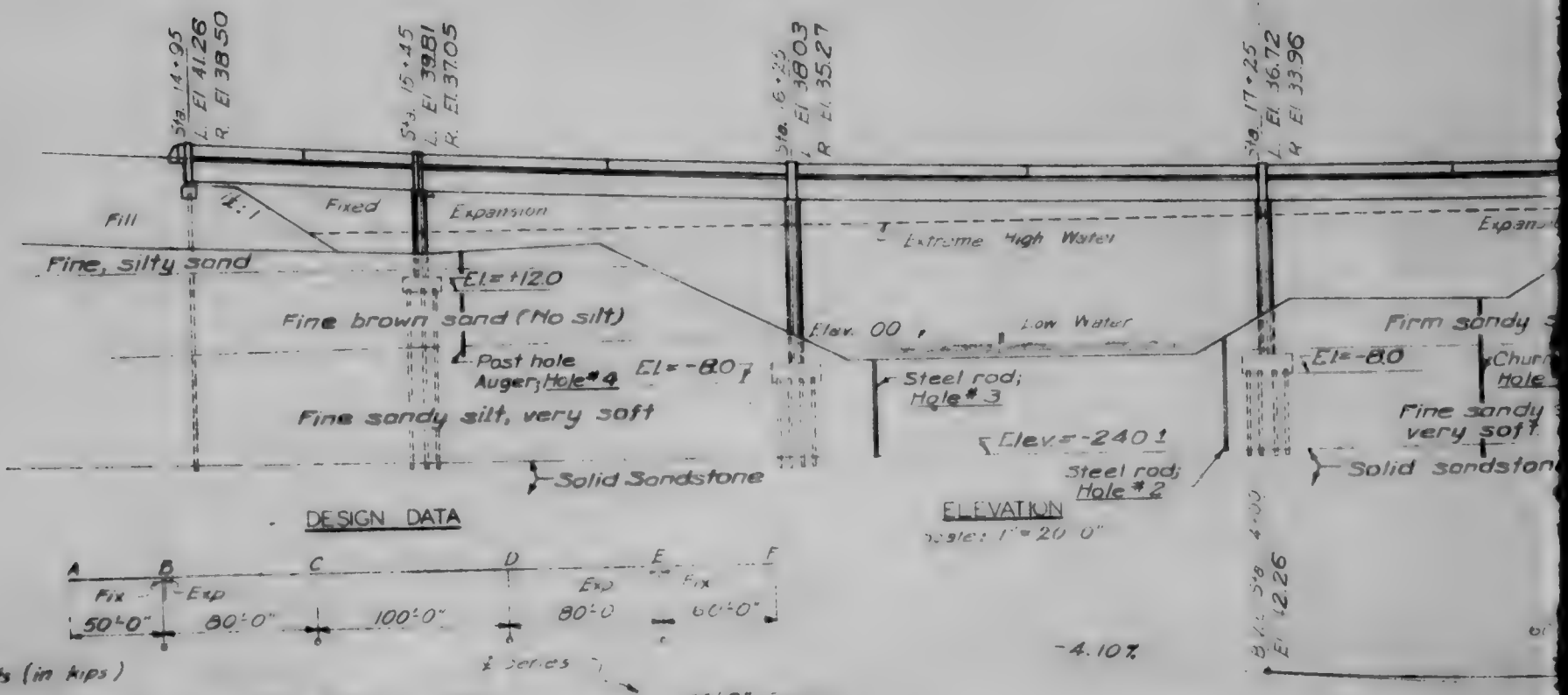
ALLEGANY BRIDGE
OVER THE
WEST FORK-MILLICOMA RIVER

MILLICOMA RIVER BRIDGE SECTION
COOS RIVER SECONDARY HIGHWAY — COOS COUNTY

PLAN & ELEVATION

SCALE AS NOTED — DRAWN BY C.A.J. — SHEET 1 OF 6
OCTOBER 19, 1955 — TRACED BY M.K. — BRIDGE NO. 1492-A
CALC. BK. NO. 375 — DRAWING NO. 12248
ACCOMP. BY DWGS. 12249, 12250, 12251, S 83 & [illegible] 11917





DESIGN DATA

Moments (in kips)

	50'-0" Span	80'-0" — 100'-0" Series ℄			60'-0" Span
		B	C	D	
U.D.L.	● +541.02	○ +3080.00	-5838.86	+2936.14	● +787.12
C.D.L.	+53.00	○ +84.11	-174.40	+43.75	+62.60
△ C.L.L.	+459.88	○ +2883.15		+2192.88	+633.14
U.L.L. ℄			-1929.77		
C.L.L.			-913.90		
Totals	+1053.90	○ +6047.26	-8856.93	+5172.77	+1482.86

● Per Bm. ● Per Bridge

Shears (in kips) Reactions

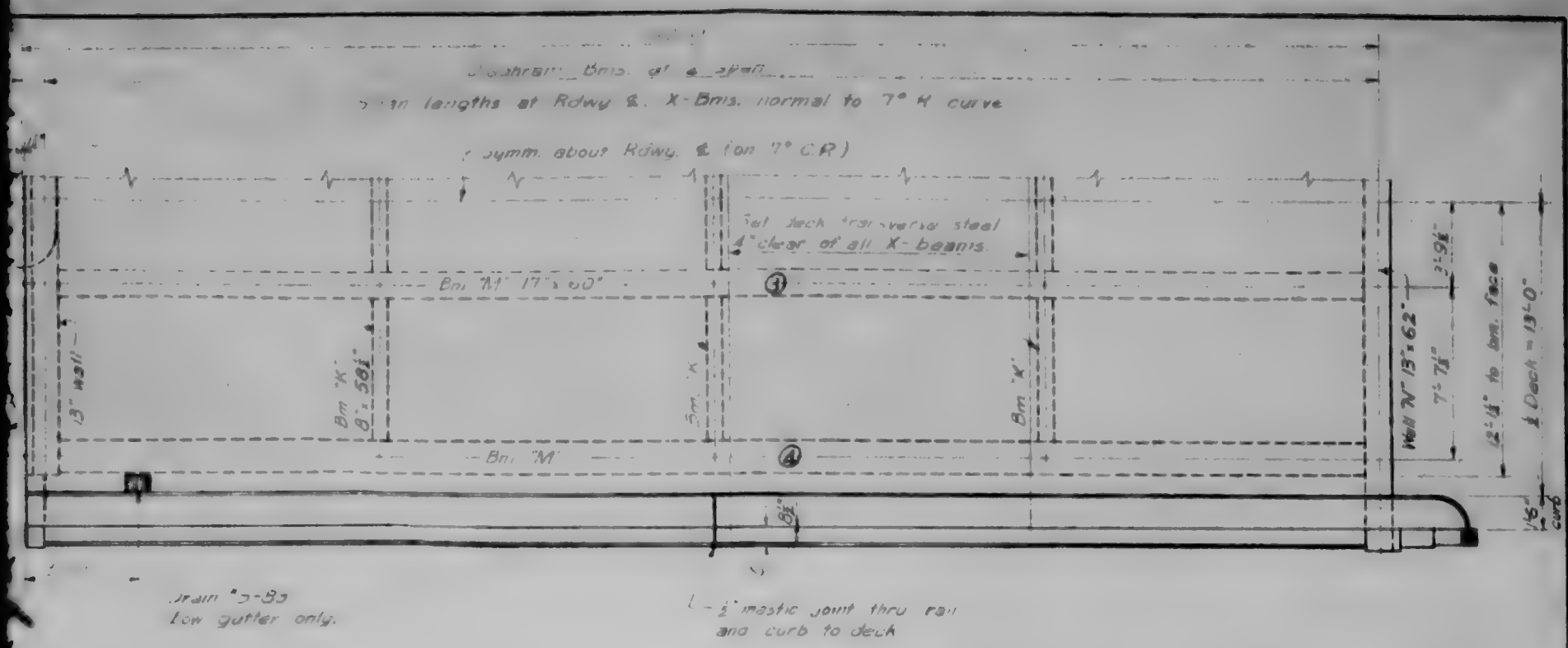
	80'-0" — 100'-0" — 80'-0" Series ℄			℄	
	Bc	Cb	CD	Bc	D
U.D.L.	+207.81	-353.78	+351.00	210,000	704.78
C.D.L.	+11.40	-15.75	+15.00	11,400	31.14
△ C.L.L.	+177.60	-213.90	+213.20	177,600	
U.L.L. ℄					236.86
C.L.L.					60.82
Totals	+396.81	-583.43	+579.20	399,000	833.60

△ Truck

Note:
50'-0" and 60'-0" span Data - per bm
80'-0"—100'-0"—80'-0" Series Data - Total width

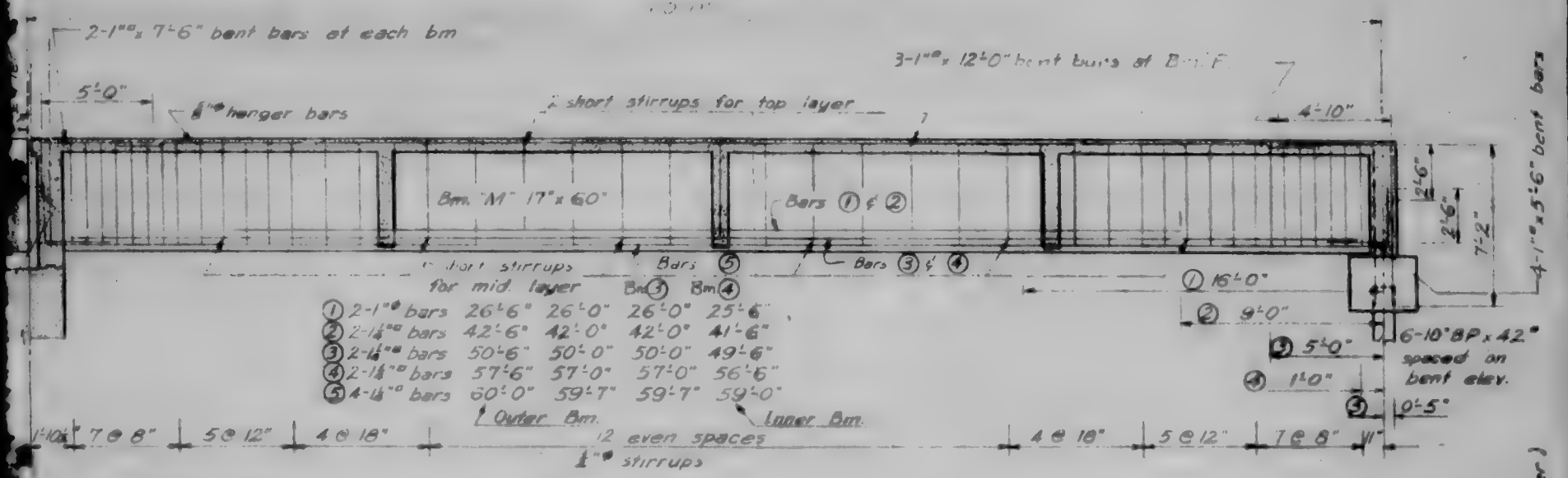
Finished Profile, 10'
Standard Superele

PROFI
Not to Sc

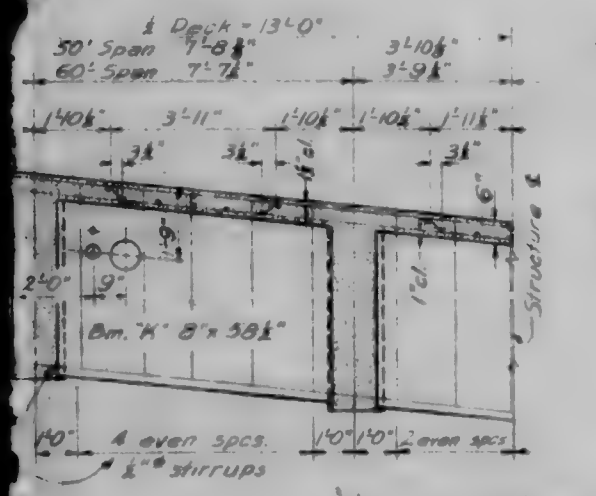

Deahram: Bms. at 4 span
Span lengths at Rdwy &. X-Bms. normal to 7° H curve
(Symm. about Rdwy. & for 7° C.R.)
Set deck transverse steel 4" clear of all X-beams
Bm. "M" 17"x60"
Bm "K" 8"x 58½"
Bm "K"
Bm "K"
Bm. "M"
13" wall
Wall N° 13"x 62"
7'-7½"
3'-9½"
12'-1½" to bm. face
½ Deck = 13'-0"
½" curb
Drain "D-B3
Low gutter only.
1/2" mastic joint thru rail and curb to deck

PARTIAL PLAN 60'-0" SPAN
Scale: ¼" = 1'-0"

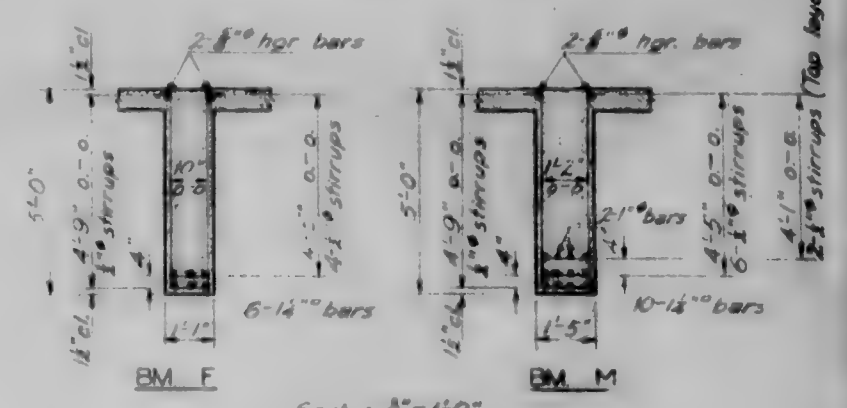
2" curtain wall cover at outer end of seat.


2-1"ø x 7'-6" bent bars at each bm
3-1"ø x 12'-0" bent bars at Bm. F
5'-0"
1" ø hanger bars
2 short stirrups for top layer
4'-10"
Bm. "M" 17"x 60"
Bars ① & ②
Short stirrups for mid. layer
Bars ⑤
Bars ③ & ④
2'-6"
2'-6"
7'-2"
4-1"ø x 5'-6" bent bars
① 16'-0"
② 9'-0"
③ 5'-0"
④ 1'-0"
⑤ 0'-5"
6-10" BP x 42" spaced on bent elev.
Bm ③ Bm ④
① 2-1"ø bars 26'-6" 26'-0" 26'-0" 25'-6"
② 2-1¼"ø bars 42'-6" 42'-0" 42'-0" 41'-6"
③ 2-1¼"ø bars 50'-6" 50'-0" 50'-0" 49'-6"
④ 2-1¼"ø bars 57'-6" 57'-0" 57'-0" 56'-6"
⑤ 4-1¼"ø bars 60'-0" 59'-7" 59'-7" 59'-0"
1'-10½" 7 @ 8" 5 @ 12" 4 @ 18"
12 even spaces
½"ø stirrups
4 @ 18" 5 @ 12" 7 @ 8" 1'-11"
Outer Bm.
Inner Bm.

ELEVATION 60'-0" SPAN
Scale: ¼" = 1'-0"



Note:
Place utility openings (1-5", 1-4" & 1-1" as indicated) in both ends of all X-bms.

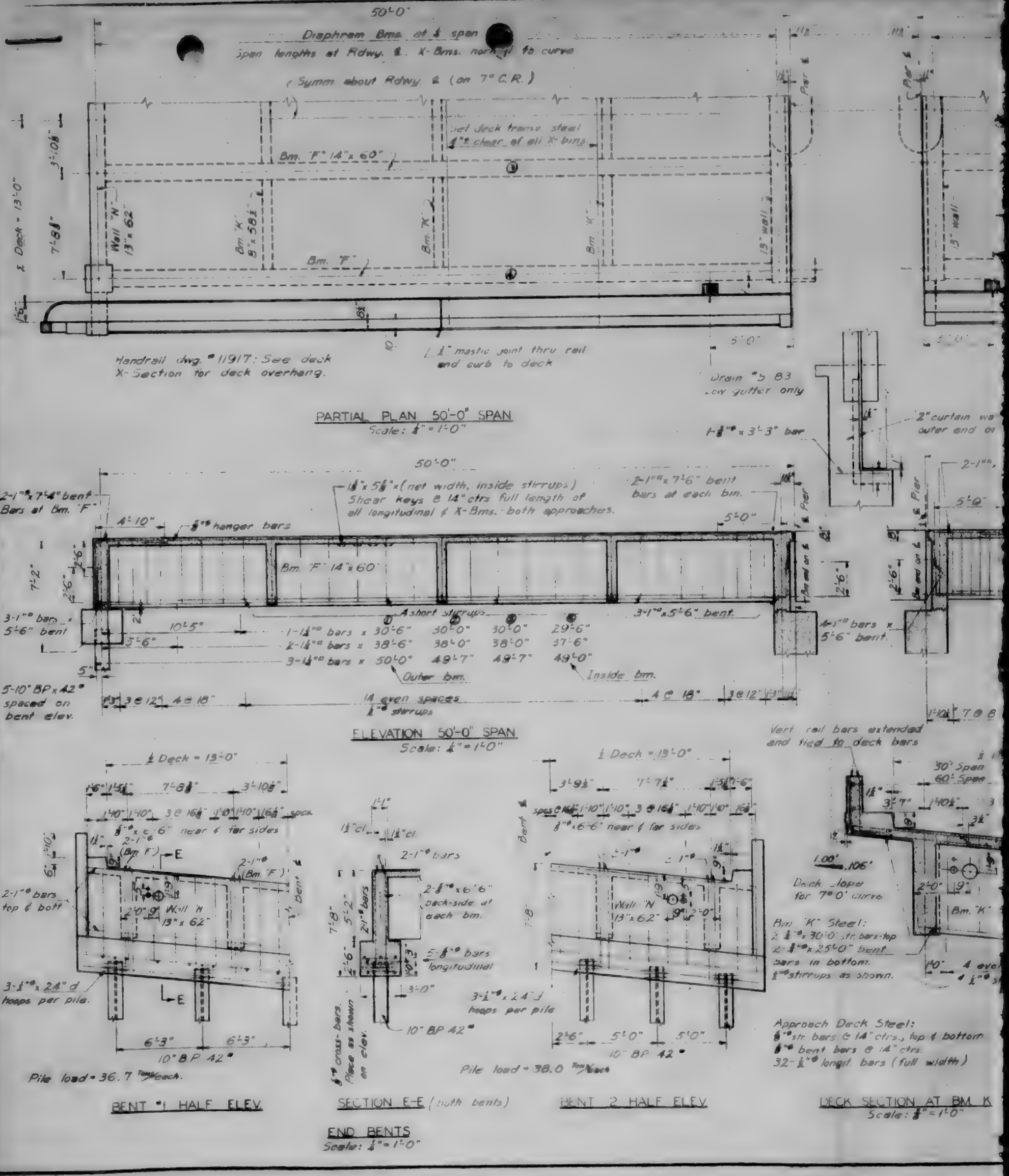


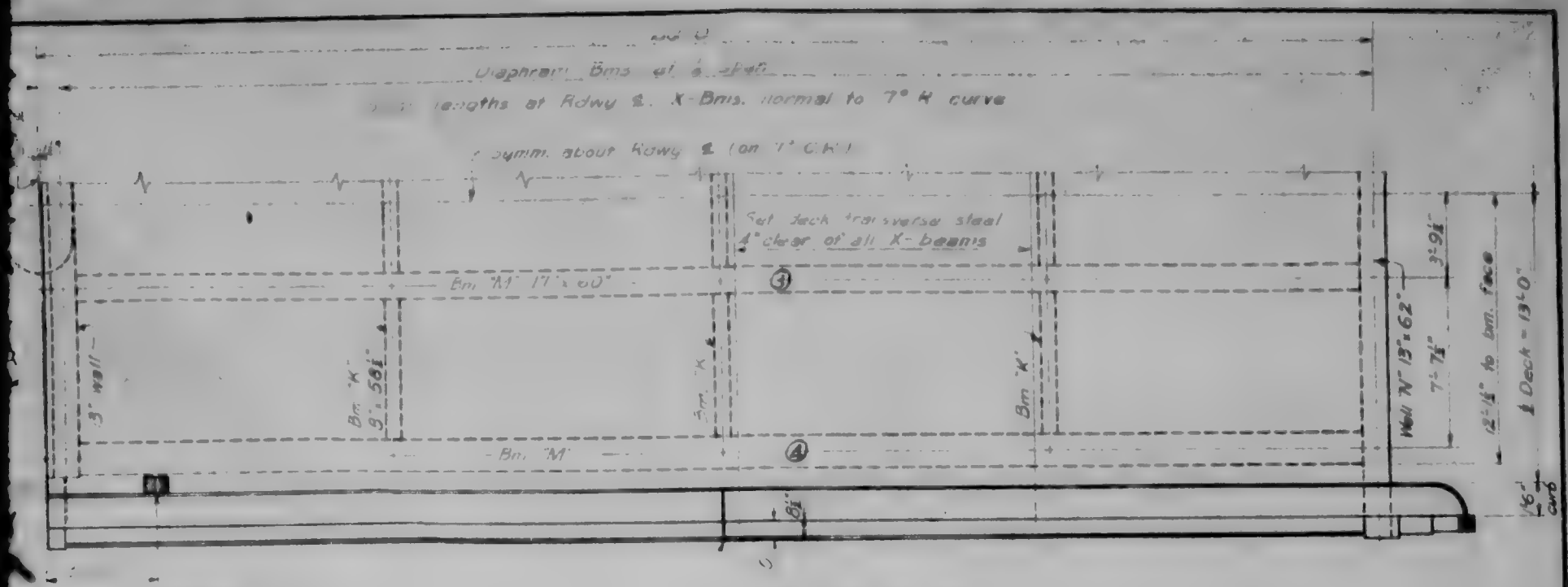
NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE ¾" = 1'-0"
SHOULD BE READ ⅜" = 1'-0".
INDICATED SCALE 1" = 10'-0"
SHOULD BE READ 1" = 20'-0"

Approved:
Bridge Engineer

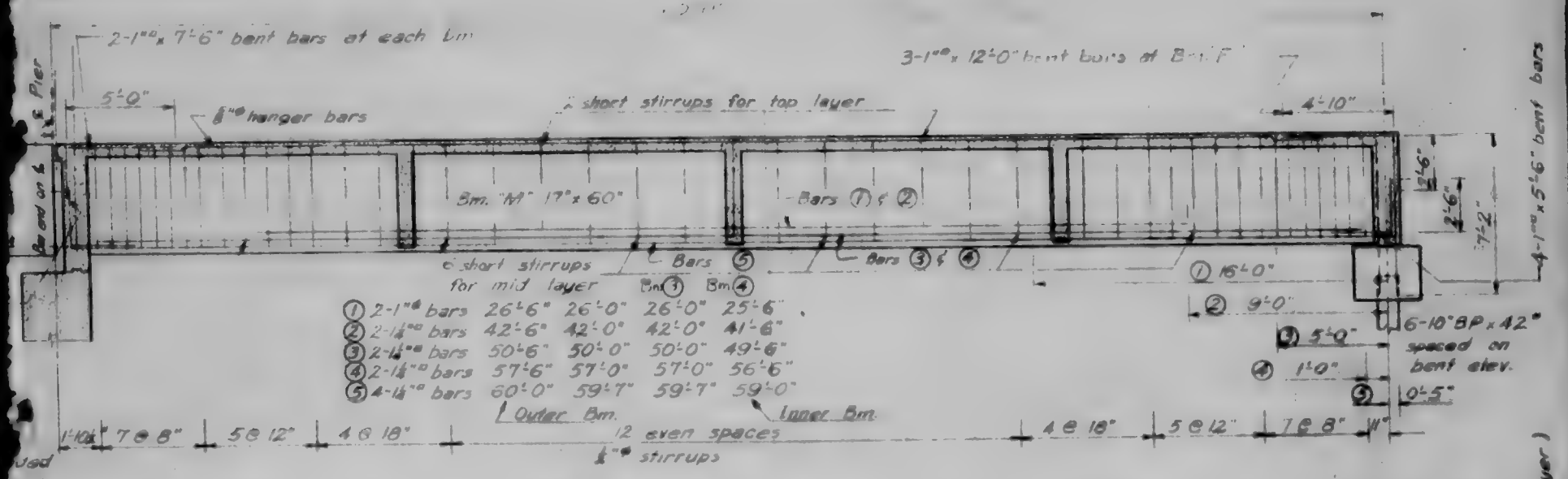
OREGON
STATE HIGHWAY COMMISSION
ALLEGANY BRIDGE
BEAM DETAILS

SCALE AS NOTED
OCTOBER 19 1933
CHECKED BY
DRAWN BY C.A.J.
TRACED BY M.K.
SHEET 2 OF 6
BRIDGE NO 1492-A
DRAWING NO 12249

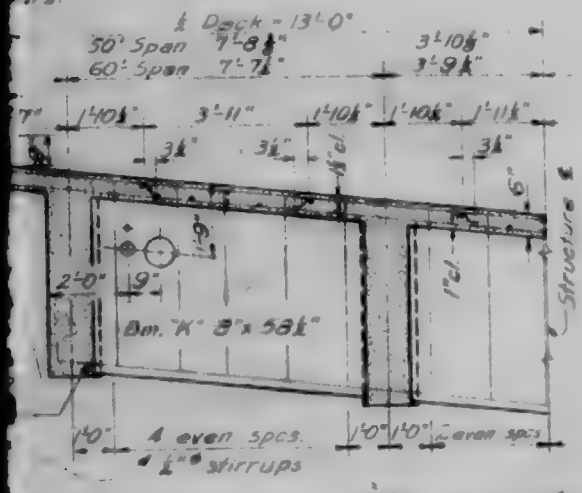

50'-0"
Diaphram Bms. at ℄ span
Span lengths at Rdwy. ℄. X-Bms. normal to curve
(Symm. about Rdwy. ℄ (on 7° C.R.)
Bm. "F" 14"x 60"
Bm. "K" 8"x 58½"
Wall "N" 13"x 62"
Bm. "F"
Bm. "K"
Bm. "K"
13" wall
Pier ℄
Set deck transv. steel 4" clear of all X-bms.
℄ Deck = 13'-0"
7'-8½"
3'-10½"
1'6"
8½"
10"
5'-0"
Handrail dwg. "11917": See deck X-Section for deck overhang.
½" mastic joint thru rail and curb to deck
Drain "S 83 Low gutter only
PARTIAL PLAN 50'-0" SPAN
Scale: ¼" = 1'-0"
50'-0"
2-1"ø x 7'-4" bent Bars at Bm. "F"
1⅛" x 5⅛" x (net width, inside stirrups) Shear keys @ 14" ctrs full length of all longitudinal ℄ X-Bms. both approaches.
2-1"ø x 7'-6" bent bars at each bm.
4'-10"
⅝"ø hanger bars
5'-0"
7'-2"
2'-6"
Bm. "F" 14"x 60"
2'-6"
3-1"ø bars x 5'-6" bent
2'
10'-5"
3'-6"
5"
A short stirrups
3-1"ø x 5'-6" bent.
4-1"ø bars x 5'-6" bent.
1-1¼"ø bars x 30'-6" 30'-0" 30'-0" 29'-6"
2-1¼"ø bars x 38'-6" 38'-0" 38'-0" 37'-6"
3-1¼"ø bars x 50'-0" 49'-7" 49'-7" 49'-0"
Outer bm.
Inside bm.
5-10" BP x 42" spaced on bent elev.
3 @ 12"
4 @ 18"
14 even spaces 1'-3" stirrups
4 @ 18"
3 @ 12"
ELEVATION 50'-0" SPAN
Scale: ¼" = 1'-0"
1-⅞"ø x 3'-3" bar
2" curtain wa
outer end of
2-1"ø
5'-0"
Vert rail bars extended and tied to deck bars
30' Span
60' Span
1.00'
.106'
Deck slope for 7°0' curve
Bm. "K" Steel:
2-1¼"ø x 30'-0" str. bars-top
2-1¼"ø x 25'-0" bent bars in bottom.
1"ø stirrups as shown.
Approach Deck Steel:
⅝"ø str. bars @ 14" ctrs., top & bottom.
⅝"ø bent bars @ 14" ctrs.
32-1¼"ø longit. bars (full width)
℄ Deck = 13'-0"
1'6"
1'-5½"
7'-8½"
3'-10½"
1'-10" 1'-10" 3 @ 16½" 1'-10" 1'-10" 16½" spcs.
⅞"ø x 6'-6" near ℄ far sides
1½"
2-1"ø (Bm. "F")
E
2-1"ø (Bm. "F")
6'-10"
2-1"ø bars top & bott
2'-0"
Wall "N" 13"x 62"
Bent ℄
3-1¼"ø x 24" d hoops per pile.
E
6'-3"
6'-3"
10" B.P. 42"
Pile load = 36.7 Tons each.
BENT "1 HALF ELEV.
1'-1"
1½" cl.
1½" cl.
2-1"ø bars
2-⅞"ø x 6'-6" back-side at each bm.
7'-8"
5'-2"
2-1"ø bars
5-⅞"ø bars longitudinal
2'-6"
3'-0"
⅝"ø cross-bars. Place as shown on elev.
10" BP 42"
SECTION E-E (both bents)
℄ Deck = 13'-0"
3'-9½"
7'-7½"
1'-5½"
1'-6"
spcs @ 16½" 1'-10" 1'-10" 3 @ 16½" 1'-10" 1'-10" 16½"
⅞"ø x 6'-6" near ℄ far sides
Bent ℄
2-1"ø
2-1"ø
1½"
9"
Wall "N" 13"x 62"
2'-0"
7'-8"
3-1¼"ø x 24" d hoops per pile
2'-6"
5'-0"
5'-0"
10" BP 42"
Pile load = 38.0 Tons each
BENT 2 HALF ELEV.
END BENTS
Scale: ¼" = 1'-0"
DECK SECTION AT BM. K
Scale: ½" = 1'-0"



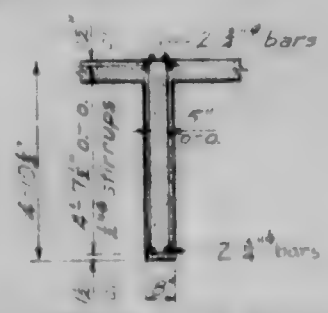
PARTIAL PLAN 60'-0" SPAN
Scale: ¼" = 1'-0"


2"curtain wall cover at outer end of
2-1"ø x 7'-6" bent bars at each bm
3-1"ø x 12'-0" bent bars at Bm F
Pier
5'-0"
⅝"ø hanger bars
short stirrups for top layer
4'-10"
Bm "M" 17"x60"
Bars ① & ②
short stirrups for mid layer
Bars ⑤
Bars ③ & ④
Bm ③
Bm ④
① 2-1"ø bars 26'-6" 26'-0" 26'-0" 25'-6"
② 2-1¼"ø bars 42'-6" 42'-0" 42'-0" 41'-6"
③ 2-1¼"ø bars 50'-6" 50'-0" 50'-0" 49'-6"
④ 2-1¼"ø bars 57'-6" 57'-0" 57'-0" 56'-6"
⑤ 4-1¼"ø bars 60'-0" 59'-7" 59'-7" 59'-0"
Outer Bm.
Inner Bm.
12 even spaces
¼"ø stirrups
1'-10½" 7 @ 8" 5 @ 12" 4 @ 18"
4 @ 18" 5 @ 12" 7 @ 8" 11"
① 15'-0"
② 9'-0"
③ 5'-0"
④ 1'-0"
⑤ 0'-5"
6-10"BP x 42" spaced on bent elev.
4-1"ø x 5'-6" bent bars
2'-6"
2'-6"
7'-2"

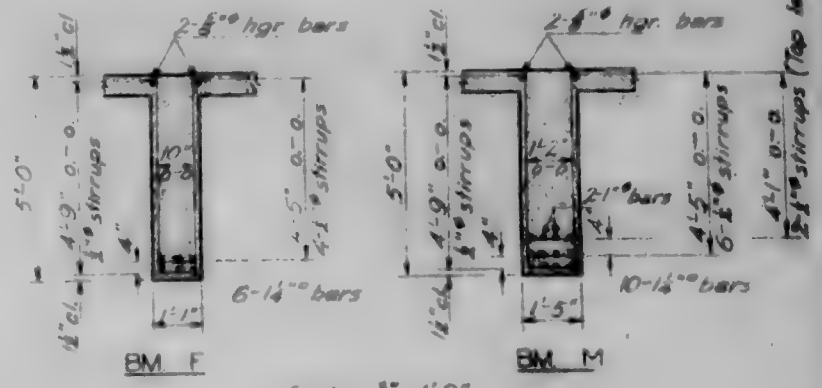
ELEVATION 60'-0" SPAN
Scale: ¼" = 1'-0"



Note:
Place utility openings (1-9", 1-4" & 1-1" as indicated) in both ends of all X-bms.



BM K Scale: ½" = 1'-0"



Scale: ½" = 1'-0"

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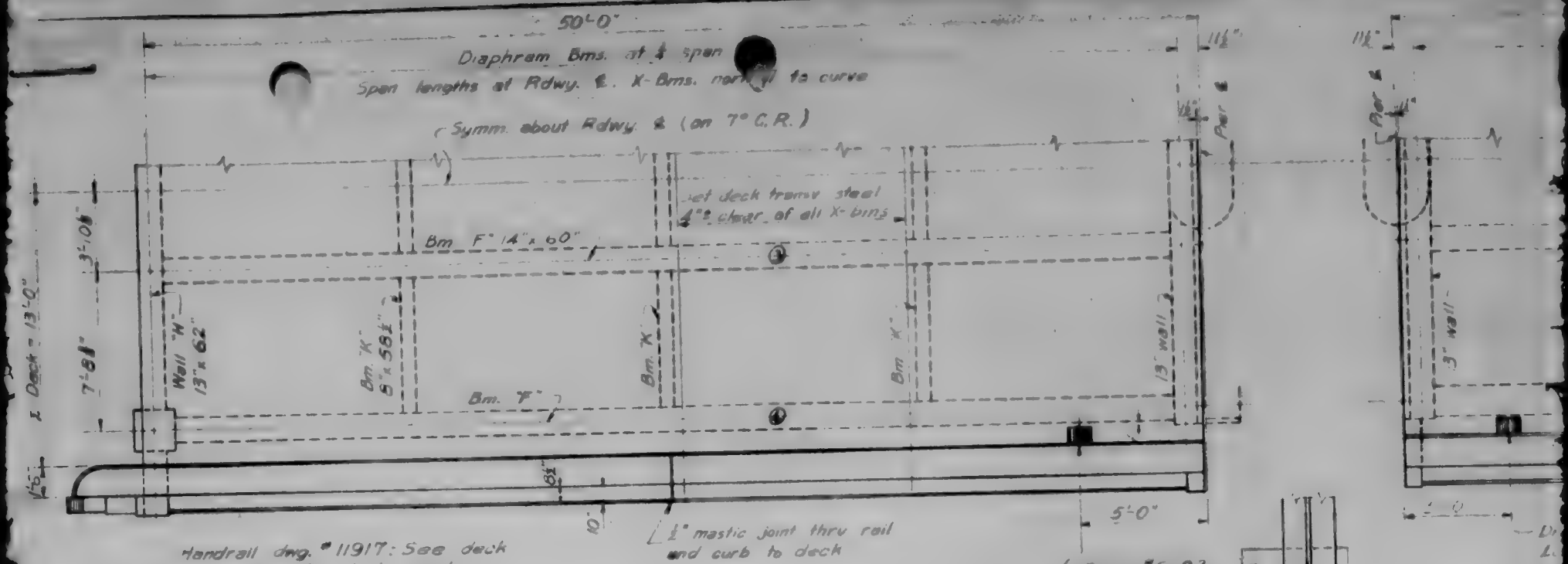
FOR EXAMPLE:
INDICATED SCALE ¼" = 1'-0"
SHOULD BE READ ⅛" = 1'-0".
INDICATED SCALE 1" = 10'-0"
SHOULD BE READ 1" = 20'-0"

Approved:
Bridge Engineer

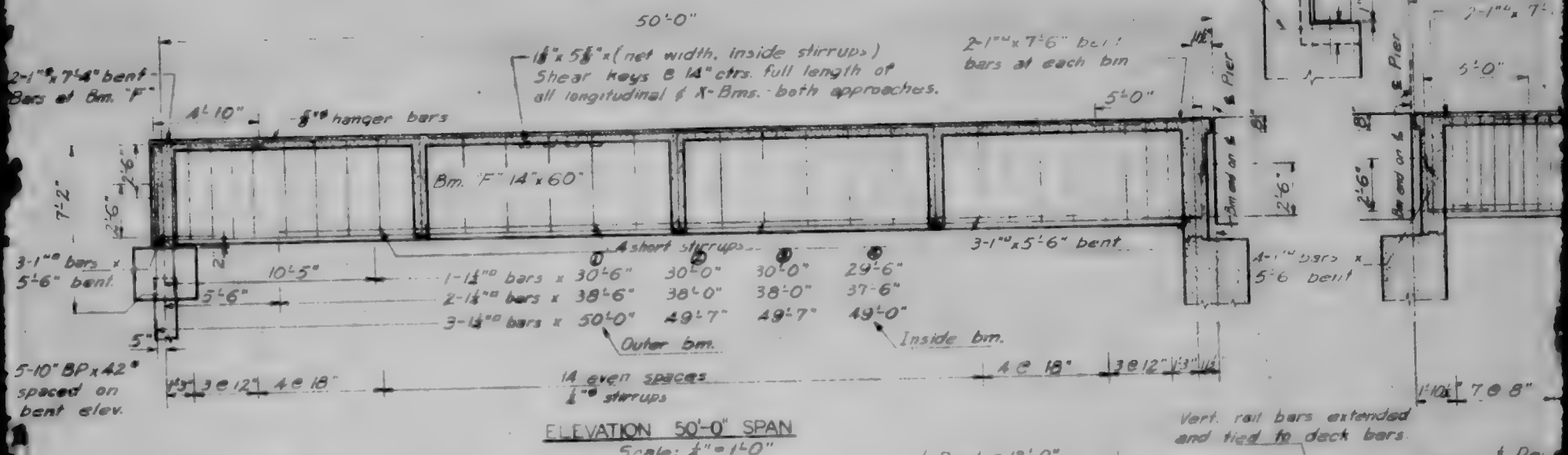
OREGON
STATE HIGHWAY COMMISSION

ALLEGANY BRIDGE
BEAM DETAILS

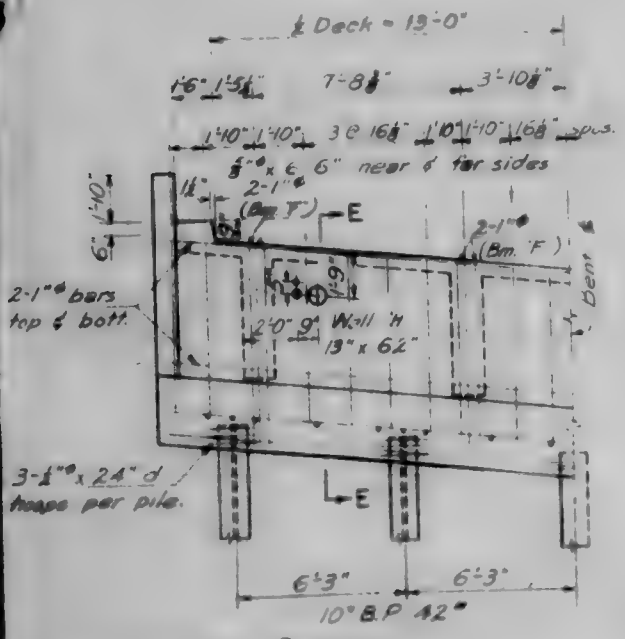
SCALE AS NOTED
OCTOBER 19 1955
CHECKED BY
DRAWN BY C.A.J.
TRACED BY M.K.
SHEET 2 OF 6
BRIDGE NO 1492-A
DRAWING NO 12249



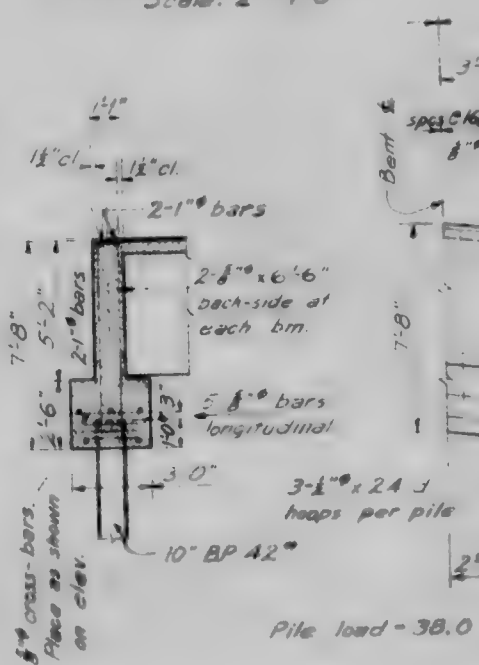
PARTIAL PLAN 50'-0" SPAN
Scale: ¼" = 1'-0"



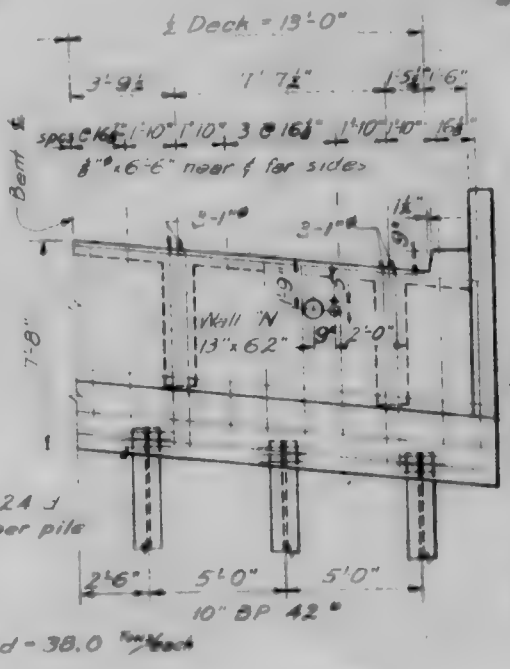
ELEVATION 50'-0" SPAN
Scale: ¼" = 1'-0"



BENT "1 HALF ELEV.



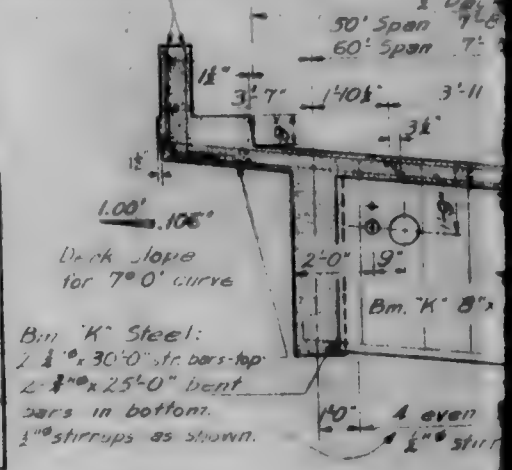
SECTION E-E (both bents)



Pile load = 38.0 Tons each

BENT 2 HALF ELEV.

END BENTS
Scale: ¼" = 1'-0"



Approach Deck Steel:
⅝"ø str bars @ 14" ctrs., top & bottom
⅝"ø bent bars @ 14" ctrs.
32-1"ø longit. bars (full width)

DECK SECTION AT BM. K
Scale: ¾" = 1'-0"

℄ Span = 50'-0"

Set ⅞" ϕ hand-holds at 1'-1½" and 2'-9" below deck, as steps for manholes.

Box Girder ℄ follows curve

6"x6" drain holes in webs

Drains in base

Bm "B" 9"x 60"

Bm "E"

Bm "D" 36"x 87" (max.)

Std. manhole cover & frame

Drains

6"ϕ drains

Bm "B" 9"x 60"

Series symm. about ℄

Mastic joints thru curb & rail

Haunches

4 Bms @ 2'-1¼"ϕ x 60'-0" (Max. c. c.)

Pier 2 or 3 — 4 @ 2-1¼"ϕ x 43'-0"

7" — 4 @ 2-1¼"ϕ x 38'-4"

6" — 4 @ 2-1¼"ϕ x 29'-0"

0" — 4 @ 2-1¼"ϕ x 21'-0"

8'-0" — 4 @ 2-1¼"ϕ x 15'-6"

5'-6" — 4 @ 2-1¼"ϕ x 10'-6" (one 9" bm ℄, outer bms.)

4'-6" — 4 @ 2-¼"ϕ x 9'-0" (place bolt on inside plane, for outer bms.)

1⅛" x ⅞" x 10" shear keys

1⅛" x ⅞" x 10" shear keys

2-⅞"ϕ hangers, per bm.

Bm "B" 9"x 60"

32'-6"

23'-0"

18'-0"

14'-0"

23'-6"

22'-6"

1'-10" 20 @ 5" 17 @ 1'-7" 7 @ 7½" 7 @ 8½" 5 @ 12" 3 @ 19" 5½ even spcs.

½"ϕ stirrups

3 @ 2-1¼"ϕ x 35'-0" (one passing below bms.) — bars g

4 @ 2-1¼"ϕ x 54'-0" — bars h

4 @ 2-¼"ϕ x 64'-0" and 2-1⅜"ϕ x 7'-0" — bars i

4 @ 2-1¼"ϕ x 55'-0" & 2-⅞"ϕ x 13'-9" (spac. 2'-6") — bars j

4 @ 2-1¼"ϕ x 58'-0" — bars k

4 @ 2-1¼"ϕ x 60'-0" — bars l

Symm. abt. ℄

Vertical Rail bars extended & tied to deck steel.

Note:
Place 1-1"ϕ, 1-4"ϕ & 1-8"ϕ industrial openings through all X-bms. in outer panels as shown. In addition, 1-20" crawl hole at ℄ outer panels, through all X-bms., except at Piers 3 & 4.

3'-0"

7'-10" 3'-11"

11" 7 spcs. as shown 11" 11" 3 @ 12"

½"ϕ stirrups

Bm. E 8"x 60"

Longitudinal box-drains at low side of cell.

DIAPHRAM BM "E"
Scale: ⅜"=1'-0"

Place short stirrups above and below 20" hole and place 2-½"ϕ x 2'-6" horiz. bars above & below this opening.

2-⅞"ϕ bars x 30'-0"

5'-0"

1½" cl.

10" c. to c.

1'-9" o.-o. ½"ϕ stirrups

2-⅞"ϕ bars x 25'-0"

1'-1"

BM. C-1

Symm. about ℄

℄ Deck = 13'-0"

7'-10" 3'-11"

2-⅞"ϕ bars x 30'-0"

1'-9"

5½"

1'-0"

20"ϕ

Bm. "C-1" 13"x 60"

2-½"ϕ x 25'-0" bars

9" 5 spaces 9" 9" 2½ spcs.

½"ϕ stirrups

BM. "C-1" 13"x 60"
Scale: ⅜"=1'-0"

Note on openings at Bm. E Section.

3'-10"

10"

3-⅞"ϕ x 9'-6" bars hhd. 6" each end

SECTION G-G DECK AT MANHOLES
Scale: 1"=1'-0"

℄ Deck = 13'-0

7'-10" 1'-3" 1'-6" 8½"

3½" 3½" 1½"

2'-0" 3'-3" 2'-0" 3'-5½"

6" deck

1½"

½"ϕ bars thru haunches

Bend ½"ϕ bars to fit haunches

4½"

4"

6½" c. to c. Piers 2 & 3

cross haunch

ernate the 3 lengths shown ross haunch.

12'-1½"

-GIRDER SECTION AT TERIOR PIERS

2-⅞"ϕ bars x 30'-0"

3½" cl.

8"

5'-0"

4'-4½" o.-o. ½"ϕ stirrups

6" drains

3½" cl.

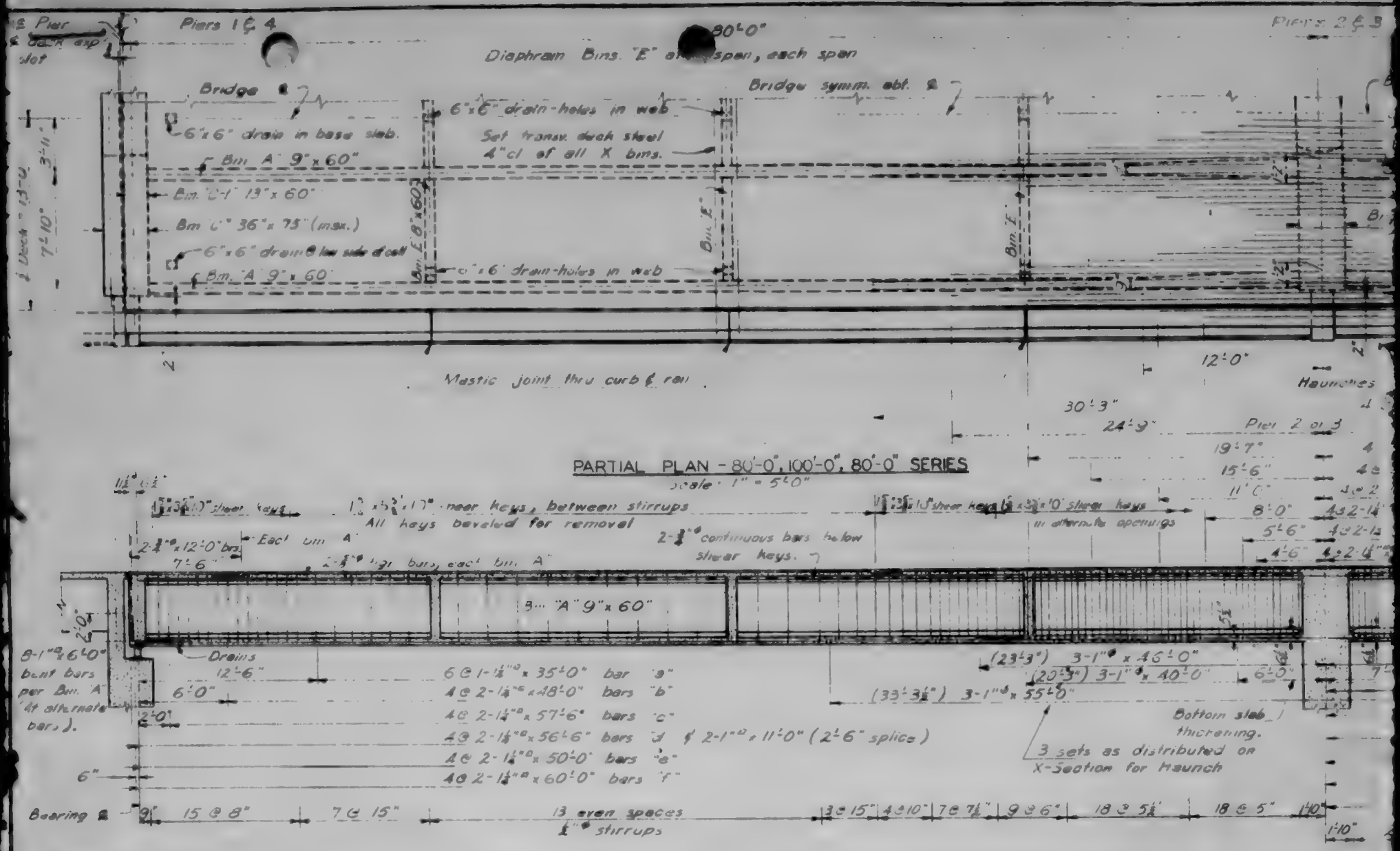
1-1½"ϕ mat bar, + 1-1½"ϕ extra bar.

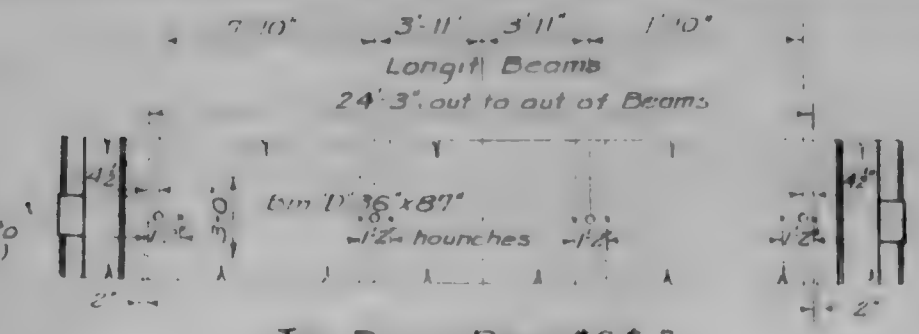
NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRW'G.
FOR EXAMPLE:
INDICATED SCALE ¾"=1'-0"
SHOULD BE READ ⅜"=1'-0".
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

Approved:
P. M. Stolum
Bridge Engineer

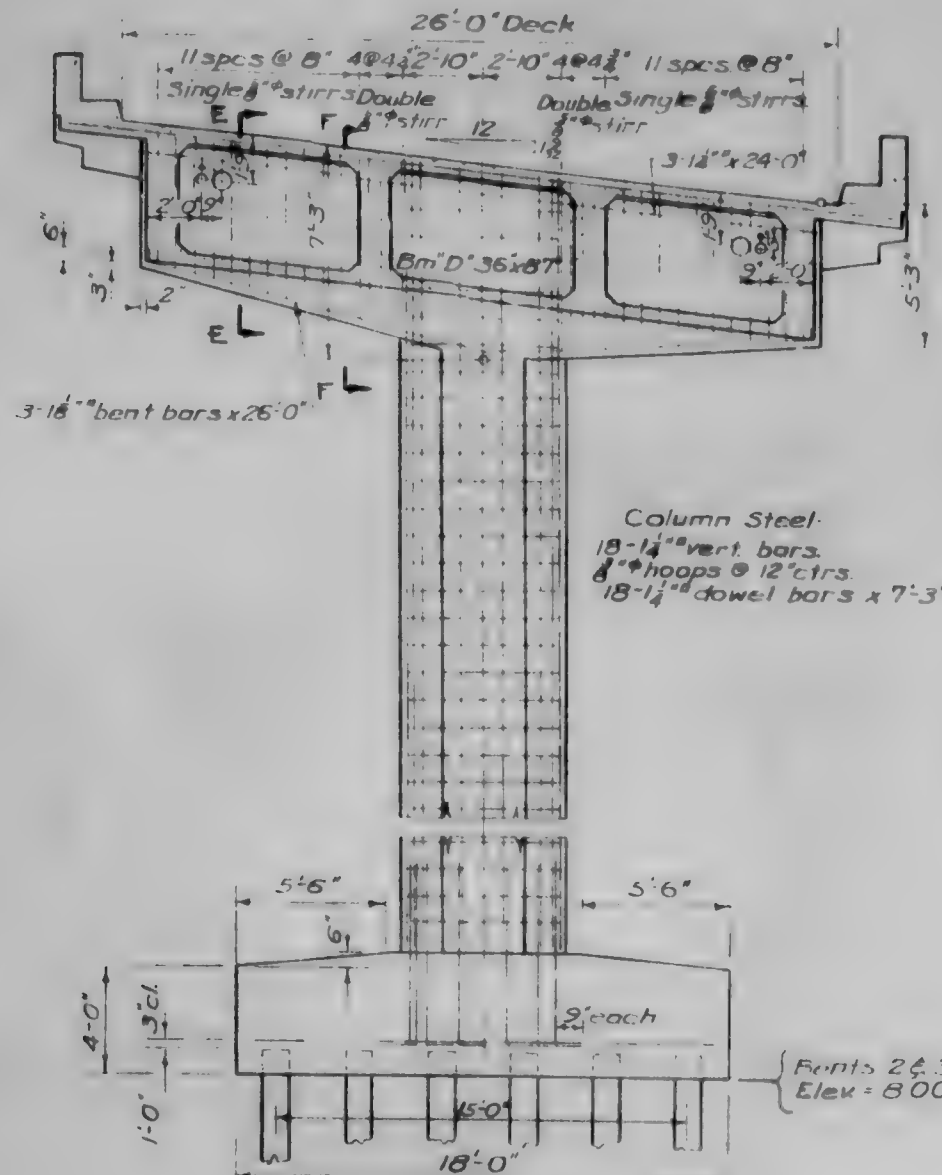
OREGON
STATE HIGHWAY COMMISSION
ALLEGANY BRIDGE
BOX GIRDER DETAILS

SCALE AS NOTED
OCTOBER 13, 1955
DRAWN BY C.A.J.
TRACED BY M.K.
CHECKED BY
SHEET 3 OF 6
BRIDGE NO. 1492-A
DRAWING NO. 12250

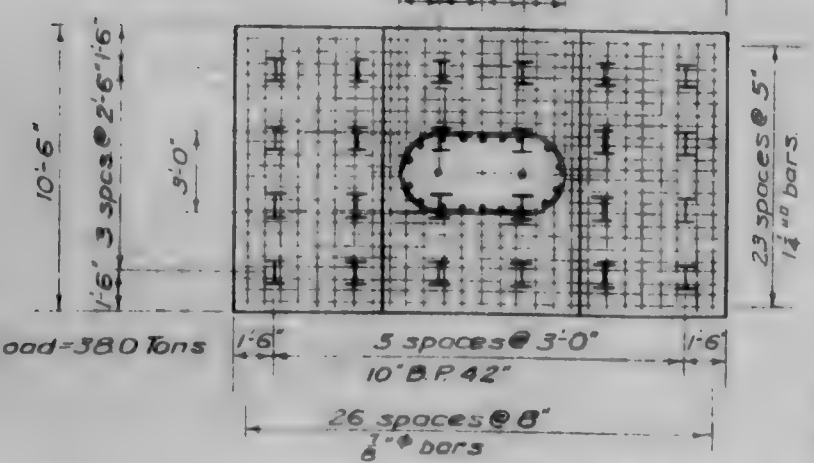

Pier
Piers 1 & 4
80'-0"
Piers 2 & 3
Diaphragm Bms. "E" at each span, each span
Bridge
Bridge symm. abt. ℄
6"x6" drain-holes in web
6"x6" drain in base slab.
Set transv. deck steel 4" cl of all X bms.
Bm. A 9"x60"
Bm. C-1 13"x60"
Bm. C 36"x75" (max.)
6"x6" drain @ low side of curb
Bm. A 9"x60"
Bm. E 8"x60"
6"x6" drain-holes in web
Bm. E
Mastic joint thru curb & rail
12'-0"
Haunches
30'-3"
24'-9"
Piers 2 or 3
19'-7"
15'-6"
11'-0"
8'-0"
5'-6"
4'-6"
PARTIAL PLAN - 80'-0", 100'-0", 80'-0" SERIES
Scale: 1" = 5'-0"
1½"x5½"x10" shear keys
1½"x5½"x10" shear keys, between stirrups
All keys beveled for removal
1½"x5½"x10" shear keys in alternate openings
2-1¼"□ x 12'-0" brs
Each bm. A
2-1¼"□ brs, each bm. A
2-1¼"□ continuous bars below shear keys.
Bm. "A" 9"x60"
8-1¼"□ 6'-0" bent bars per Bm. A (at alternate bars).
Drains
12'-6"
6'-0"
2'-0"
6 @ 1-1¼"□ x 35'-0" bar "a"
4 @ 2-1¼"□ x 48'-0" bars "b"
4 @ 2-1¼"□ x 57'-6" bars "c"
4 @ 2-1¼"□ x 56'-6" bars "d"
4 @ 2-1¼"□ x 50'-0" bars "e"
4 @ 2-1¼"□ x 60'-0" bars "f"
(23'-3") 3-1¼"□ x 46'-0"
(20'-3") 3-1¼"□ x 40'-0"
(33'-3½") 3-1¼"□ x 55'-0"
6'-0"
Bottom slab thickening.
3 sets as distributed on X-Section for Haunch
4 @ 2-1"□ x 11'-0" (2'-6" splice)
6"
Bearing ℄
9" 15 @ 8" 7 @ 15" 13 even spaces 1¼"□ stirrups 3 @ 15" 4 @ 10" 7 @ 7½" 9 @ 6" 18 @ 5½" 18 @ 5" 1'-10"
1'-10"
Bottom slab drains
Place 6"x6" openings near low grade end of spans in each box. Place ½" drip bead around and 3" cl. of opening.
PARTIAL ELEVATION - 80'-0", 100'-0", 80'-0" SERIES
Scale: 1" = 5'-0"
Deck Bars over 80'-0", 100'-0", 80'-0" series
¾"□ straight bars, top & bottom @ 12" ctrs.
¾"□ bent bars @ 12" ctrs.
32-½"□ longit. bars. Lap-splice with haunch bars (2'-0" splice)
Note:
Box Girder ℄ follows Rdwy. ℄ as per Sect'ns
All X-Bms. & Bents on curve, set radial to ℄.
Half Deck = 13'-0"
Half Deck = 13'-0"
7'-10"
3'-11"
3'-11"
7'-10"
Straight line superelevation
1" continuous bars
Shear keys
1"□ bars thru haunches
1"□ transv. bars @ 15" ctrs.
5'-0" Min. at bms. vert. to "A" haph
Slope with superelevation
1½"□ bars (See elev.)
1"□ bars across haunch
End spans
Ctr span
12'-1½"
1"□ transv bars @ 15" ctrs.
Note: Alternate the 3 lengths across haunch.
12'-1½"
BOX-GIRDER SECTION
BOX-GIRDER SECTION INTERIOR PIERS
Scale: ¾" = 1'-0"
Note: Coat outside of frame with asphalt, where frame is to be placed in conc pav, conc gutter or walk.
25"
24½"
Clearance
6" chamfer
7"
1'-11" dia
3'-0"
Note: Cover & frame to be machined to a true bearing all around
Approximate Weight:
Cover 139 lbs.
Frame 237 "
PLAN
SECTION A-A
STANDARD MANHOLE COVER & FRAME
Scale: 1" = 1'-0"
6" deck
1½" clear
¾"□ hangers
2-¾"□ bars
Shear keys
5½" base
Varies
1"□ stirrups
9"
TYPICAL BM. SECTION



TOP PLAN - PIERS # 2 & 3

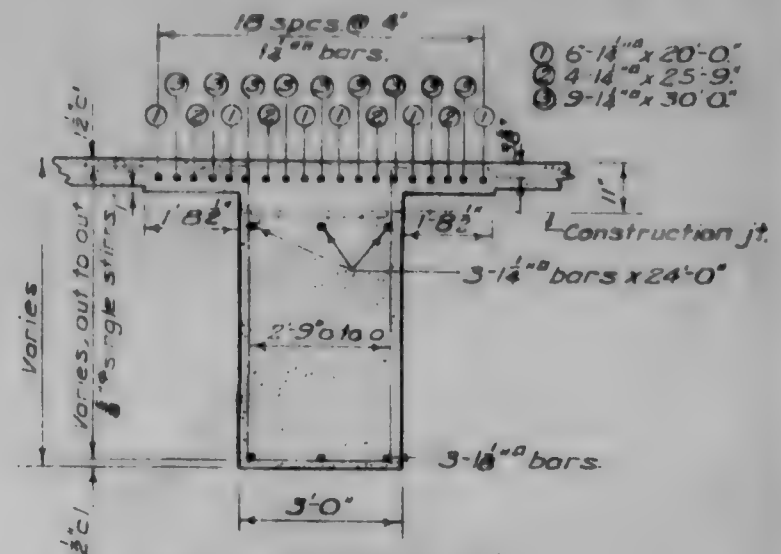


PIER 2 OR 3 ELEVATION

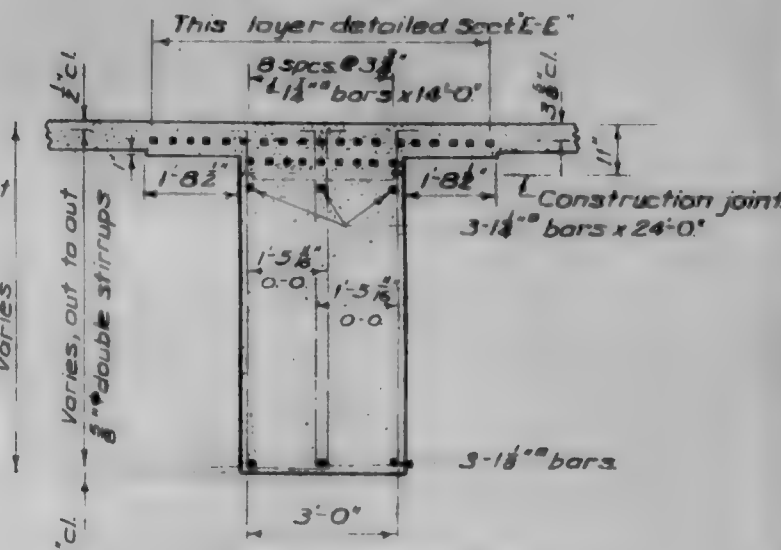


FOOTING PLAN PIERS 2 & 3
Scale: ½"=1'-0"

Note:
For drop-panel width, delete ⅜"ø bent, and bottom ⅜"ø straight bars, in deck



SECTION "E-E" BMS. "D"
Scale: ½"=1'-0"



SECTION "F-F" BMS "D" (36"x87" MAX.)
Scale: ½"=1'-0"

Approved by
P. M. Hyslop
Bridge Engineer

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE ¼"=1'-0"
SHOULD BE READ ⅛"=1'-0".
INDICATED SCALE ½"=10'-0"
SHOULD BE READ 1"=20'-0"

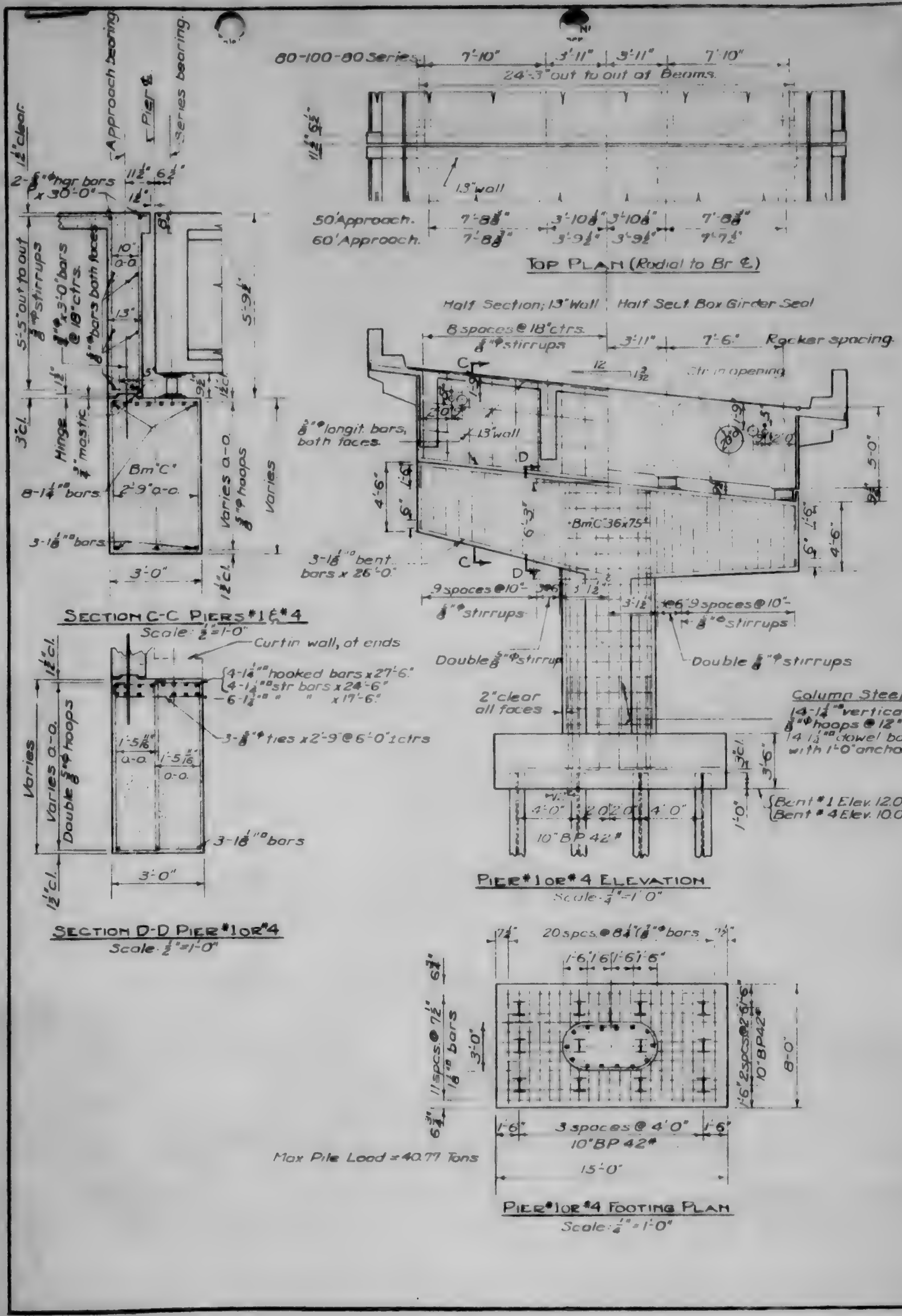
OREGON
STATE HIGHWAY COMMISSION

ALLEGANY BRIDGE
PIER DETAILS

SCALE AS NOTED
OCTOBER 19 1955
CHECKED BY

DRAWN BY C.A.J.
TRACED BY G.W.T.

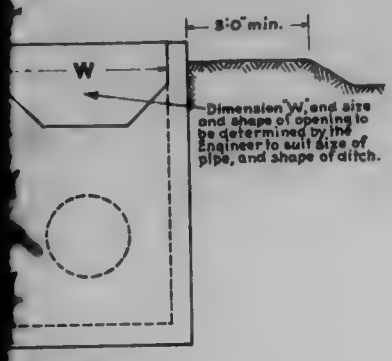
SHEET 4 OF 6
BRIDGE NO. 1492-A
DRAWING NO. 12251


80-100-80 Series
7'-10"
3'-11"
3'-11"
7'-10"
24'-3" out to out of Beams.
11½"
6½"
13" wall
50' Approach.
60' Approach.
7'-8⅜"
3'-10⅛"
3'-10⅛"
7'-8⅜"
7'-8⅜"
3'-9½"
3'-9½"
7'-7½"
TOP PLAN (Radial to Br ℄)
Half Section; 13" Wall
Half Sect. Box Girder Seat
8 spaces @ 18" ctrs.
⅜" ϕ stirrups
3'-11"
7'-6"
Rocker spacing
Ctr. in opening
⅜" ϕ longit. bars, both faces.
13" wall
Bm. C 36x75#
3-1⅛" ϕ bent bars x 26'-0"
9 spaces @ 10" = 3'-6"
⅜" ϕ stirrups
Double ⅜" ϕ stirrup
Double ⅜" ϕ stirrups
2" clear all faces
Column Steel:
14-1¼" ϕ vertical bars
⅜" ϕ hoops @ 12" ctrs.
4 1¼" ϕ dowel bars x 6'-9" with 1'-0" anchor leg.
Bent # 1 Elev. 12.00
Bent # 4 Elev. 10.00
10" BP 42#
PIER # 1 OR # 4 ELEVATION
Scale ¼" = 1'-0"
12" clear
2-⅝" ϕ hgr. bars x 30'-0"
Approach bearing
Pier ℄
Series bearing
5'-5" out to out ⅜" ϕ stirrups
1" ϕ x 3'-0" bars @ 18" ctrs.
⅜" ϕ bars both faces
a-a
13"
5'-9½"
3" el.
Hinge
½" mastic
Bm "C"
2'-9" a-o.
8-1¼" ϕ bars
3-1⅛" ϕ bars
Varies a-o.
⅜" ϕ hoops
Varies
3'-0"
12" el.
SECTION C-C PIERS # 1 & # 4
Scale ½" = 1'-0"
Curtain wall, at ends
4-1¼" ϕ hooked bars x 27'-6"
4-1¼" ϕ str bars x 24'-6"
6-1¼" ϕ " " x 17'-6"
3-⅜" ϕ ties x 2'-9" @ 6'-0" ctrs
1'-5 11/16" a-a
1'-5 11/16" a-a
Varies a-o.
Double ⅜" ϕ hoops
3-1⅛" ϕ bars
SECTION D-D PIER # 1 OR # 4
Scale ½" = 1'-0"
20 spcs. @ 8¼" (1⅛" ϕ bars
1'-6" 1'-6" 1'-6" 1'-6"
6¾"
11 spcs. @ 7½" 1⅛" ϕ bars
3'-0"
6¾"
2 spcs. @ 2'-6"
10" BP 42#
8'-0"
1'-6"
3 spaces @ 4'-0"
1'-6"
10" BP 42#
15'-0"
Max Pile Load = 40.77 Tons
PIER # 1 OR # 4 FOOTING PLAN
Scale ¼" = 1'-0"

DATE	REVISIONS and/or ADDITIONS	
Sept. 1949		Sight Posts
Sept. 1953		Metal Sight Posts
Mar. 1954	Metal Sight Posts	
April 1954		Elliptical Inlet
Oct., 1954 Aug., 1955	Metal Sight Posts	Metal Rail

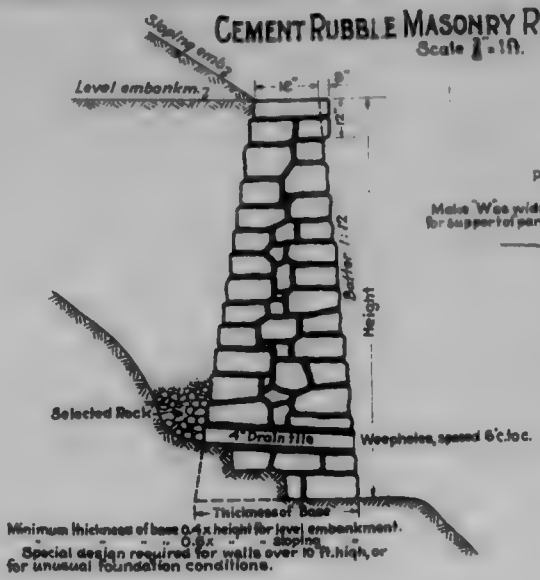
...pal pipe is used, the seams and ...all be close riveted, and soldered; ...be made watertight by placing ...burlap under the coupling bands. ...is used, joints shall be made ...ortar collars constructed as ...l below.

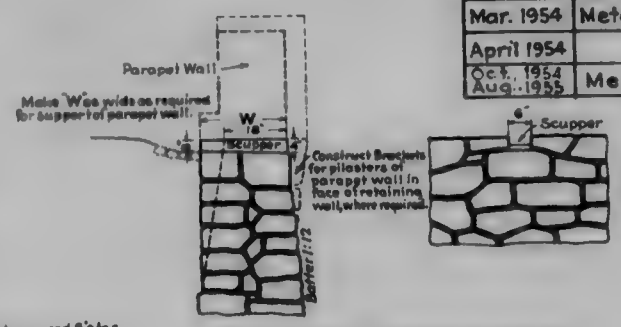
CEMENT MORTAR COLLAR
...e & Groove Concrete Pipe



END VIEW

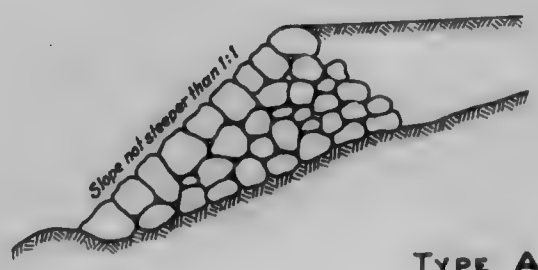
CEMENT RUBBLE MASONRY RETAINING WALL
Scale 1" = 1ft.


Sloping embk.
Level embankm.t
12"
Batter 1:12
Height
Selected Rock
4" Drain Tile
Weepholes, spaced 6' c. to c.
Thickness of Base
Minimum thickness of base 0.4 x height for level embankment.
" " " 0.6 x " " sloping "
Special design required for walls over 10 ft. high, or for unusual foundation conditions.

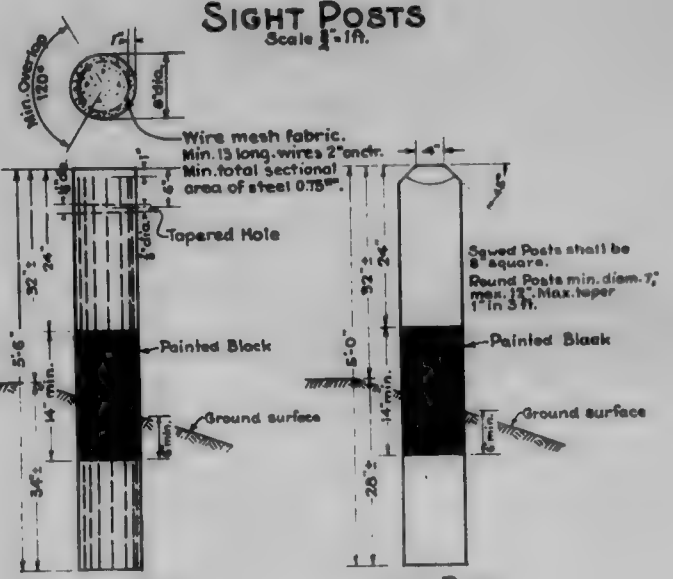

Parapet Wall
Make 'W' as wide as required for support of parapet wall.
W
8"
Scupper
Construct Brackets for pilasters of parapet wall in face of retaining wall, where required.
Batter 1:12
6"
Scupper
Where parapet wall is to be constructed on top of retaining wall, Scuppers, as shown shall be built into retaining wall, spaced about 50' c. to c. Coping to be omitted.

DETAIL of TOP of RETAINING WALL
On which Parapet Wall is to be constructed

HAND PLACED ROCK SLOPE
No Scale



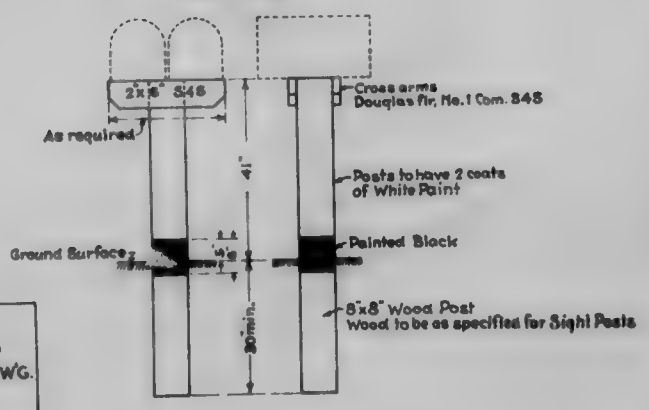
SIGHT POSTS
Scale 1" = 1ft.



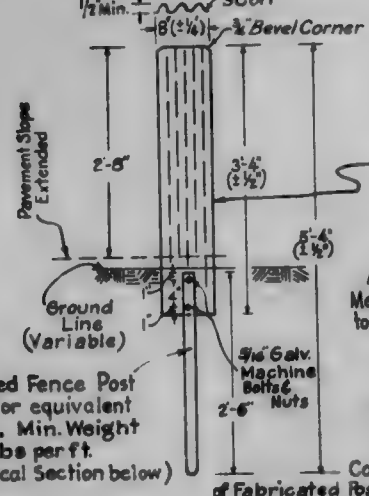
CONCRETE POST
Adopted Sept. 1949.

WOOD POST

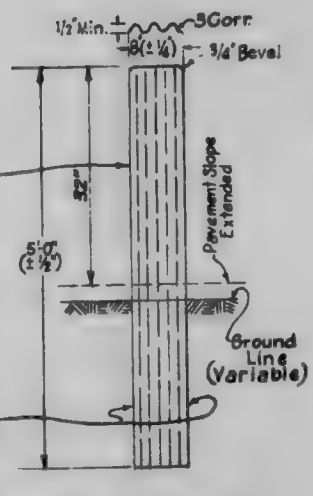
MAIL BOX POST
Scale ½" = 1ft.


2"x8" S4S
Cross arms Douglas fir, No. 1 Com. S4S
As required
Posts to have 2 coats of White Paint
Painted Black
Ground Surface
8"x8" Wood Post
Wood to be as specified for Sight Posts
30" min.

TYPE B



TYPE A



Standard 166a. Galv. Corr. Metal (To conform to AASHO. Designation: M-36)

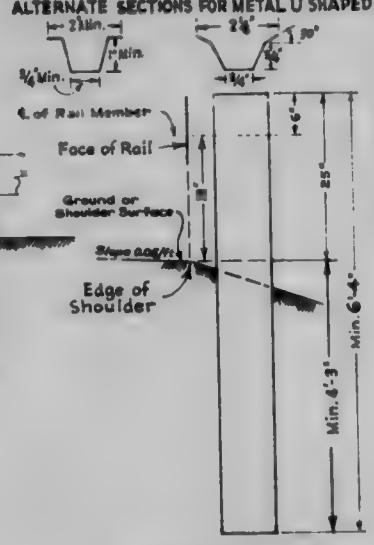
All Corrugated Metal Members in any shipment to be identical in width

Side cuts to beat crests or low points of corrugations

Corr. Metal portion of Fabricated Post when resting on plane surface not to vary therefrom more than ½" at any point

METAL SIGHT POSTS
Scale: ¾" = 1ft.

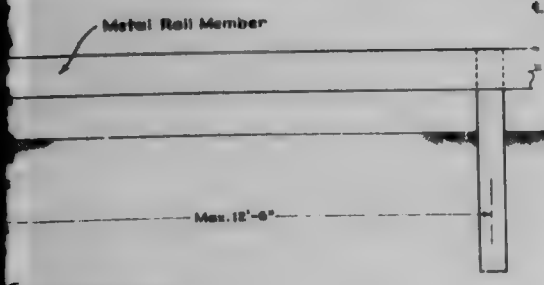
ALTERNATE SECTIONS FOR METAL "U" SHAPED POST



POST INSTALLATION

...PIPE

...ARD RAIL
...cale



Intermediate Post

...see ...rovisions.

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRW'G.
FOR EXAMPLE:
INDICATED SCALE ¾" = 1'-0"
SHOULD BE READ ⅜" = 1'-0".
INDICATED SCALE 1" = 10'-0"
SHOULD BE READ 1" = 20'-0"

OREGON STATE HIGHWAY DEPARTMENT

Details of

MISCELLANEOUS STRUCTURES
FOR INTERURBAN PROJECTS

Scales: As Shown Aug., 1940

DRG. No. 2051

ASIN

tch Basin shown is for location in ditch.
ting: 1 x 2" W.I. bars, 2" c. to c., riveted to
W.I. side bars through 1" x 1" holes.
rall dimensions of Grating 15½" x 36"
ide " " Frame 16" x 36½"
r catch basins in streets, or not requiring
intake for ditch inlet, side openings may
3" x 32" c/o inlet, as shown for catch inlet.
for catch basin connected to culvert
C.B. connected to sewer, on paved street.
" " " unpaved "
partly paved street, or other unpaved area.
24" on all streets in City of Portland)

2½" x ⅜" angles

4 - ⅝" x 3" anchor bolts

NOTE:
⅜" fillet welds, on each side of each cross bar, may be substituted for riveting to side bars.

11½" 8"

TION B-B

LET

ting: 1 x 2" W.I. bars, 2" c. to c., riveted to
W.I. side bars through 1" x 1" holes.
rall dimensions of Grating 15½" x 32"
ide " " Frame 16" x 32½"

2½" x ⅜" angles

4 - ⅝" x 3" anchor bolts

11½" 8"

TION B-B

EADWALL

6" ¾" Rad. 3" min. ¾" Rad. Surf. of Shoulder Depress shoulder ⅝" x 18" bar 9"

Round all exposed edges to ¾" Rad.

24"

PIPE STRUTTING

Diam.

STRUT SPACING

⌀	Dia. of Pipe	Ht. of Fill
6'	48"	20' to 30'
6'	54" to 66"	up to 30'
6'	72" to 84"	up to 20'
6'	90" & 96"	up to 10'

Decrease spacing between struts for greater heights of fill.

End of pipe to be cut to fit slope, where required

NAL SECTION

NOTE
All Concrete to be "Class A"

SIPHON

Scale ⅛" = 1ft.

NOTE:
If corrugated metal pipe is used, the seams and factory joints shall be close riveted, and soldered; field joints shall be made watertight by placing asphalt treated burlap under the coupling bands.
If concrete pipe is used, joints shall be made watertight by mortar collars constructed as shown on detail below.

A A 8" 5'-0" 6" W 4'-2"

PLAN

6" 5'-0" 6" Variable Concrete or corr. metal pipe 12"

SECTION A-A

DETAIL of CEMENT MORTAR COLLAR
For Tongue & Groove Concrete Pipe

6"

5'-0" min. 5'-0" min. W Dimension "W" and size and shape of opening to be determined by the Engineer to suit size of pipe, and shape of ditch.

END VIEW

CEMENT RU

Sloping emb't. Level embankm.t 16" Selected Rock 4" Drain Tile Thickness of Base

Minimum thickness of base 0.4 x height for level embankm.t " " " " 0.4 x " " sloping
Special design required for walls over 10 ft. high or for unusual foundation conditions.

HAND PLACED ROC

No Scale

Slope not steeper than 1:1

d H 2' No Flare L Flared

Elevation

FLARE TABLE				
Pipe Dia d	W	H	L	Gage
15"	27"	18"	4'	16
18"	31"	21"	4'	16
24"	43"	27"	4'	16
30"	50"	32"	4'	16
36"	55"	40"	4'	14
42"	62"	47"	6'	14
48"	71"	54	6'	14
54"	76"	61"	6'	14
60"	85"	68"	6'	12
72"	100"	80"	6'	12

W H d

End View

NOTES
Use standard band for connection.
Dimensions W and L subject to manufacturing tolerances.

TYPE B

1½" Min. 3 Corr. 8" (±¼") ¾" Bevel Corner

Pavement Slope Extended 2'-8" 3'-4" (±½") 5'-4" (±½") Standard 166a. Galv. Corr. Metal (To conform to AASHO Designation: M-36)

Ground Line (Variable) 1" 5/16" Galv. Machine Bolts & Nuts 2'-6"

"U" Shaped Fence Post Material or equivalent Painted. Min. Weight 1.33 lbs per ft. (See Typical Section below)

All Corrugated Metal Members in any shipment to be identical in width

Side cuts to be at crests or low points of corrugations

Corr. Metal portion of Fabricated Post when resting on plane surface not to vary therefrom more than ½" at any point

META

DETAIL of ELLIPTICAL INLET for CORR. METAL PIPE

METAL GUARD RAIL

No Scale

18" Min End Piece Metal Rail Member Variable - 12" to 14" Finished Grade of Ground or Shoulder Surface Max. 12'-6" Max. 12'-6" End Post Intermediate Post

ALTERNATE SECTIONS FOR METAL "U" SH

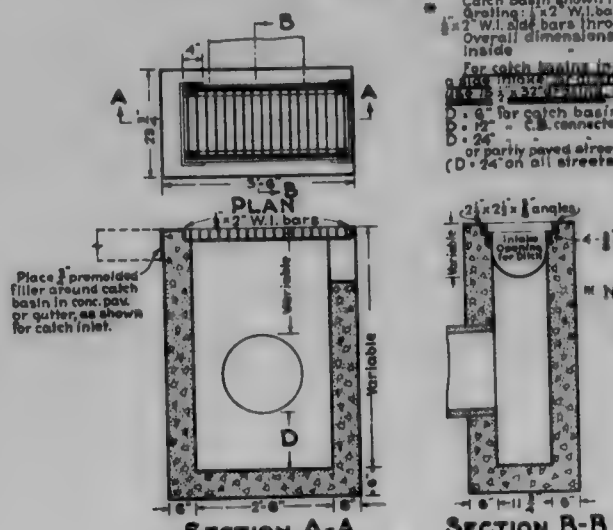
2" Min. 2¾" 1" 1¼" Min. 1" Min. ⅝" ⅛" ℄ of Rail Member Face of Rail Ground or Shoulder Surface Slope as req'd. Edge of Shoulder Min. 6'-9"

POST INSTALLATION

NOTE:
For details of Materials and Erection see Standard Specifications and Special Provisions.

CONCRETE CATCH BASIN

Scale ½" = 1ft.



NOTE:
Catch Basin shown is for location in ditch.
Grating: ⅜"x2" W.I. bars, 2" c. to c., riveted to ¼"x2" W.I. side bars through ¼"x¾" holes.
Overall dimensions of Grating 18⅛" x 36"
Inside " " Frame 18" x 36¼"
For catch basins in streets, 6" gal. reinforced [illegible]
D = 6" for catch basin connected to culvert
D = 12" " C.B. connected to sewer on paved street.
D = 24" " " " unpaved
or partly paved street, or other unpaved area.
(D = 24" on all streets in City of Portland)

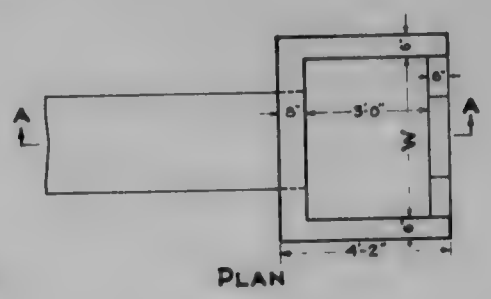
* NOTE:
⅜" fillet welds, on each side of each cross bar, may be substituted for riveting to side bars.

NOTE
All Concrete to be Class A

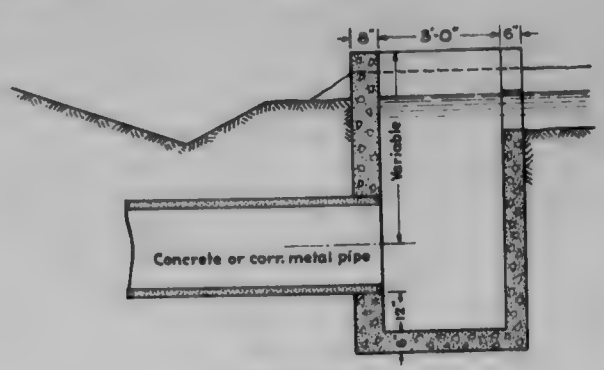
SIPHON

Scale ⅛" = 1ft.

NOTE:
If corrugated me... factory joints sha... field joints shall ... asphalt treated b...
If concrete pipe... watertight by ma... shown on detail...

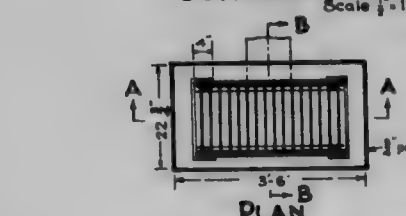


DETAIL of C...
For Tongue...

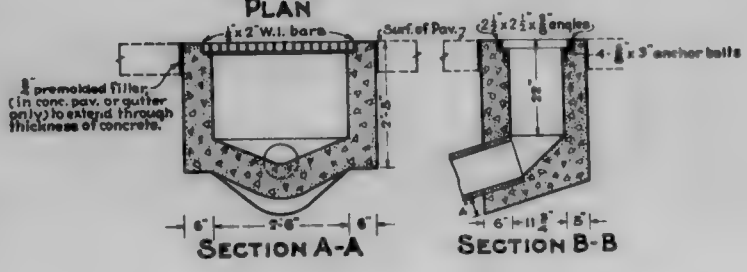


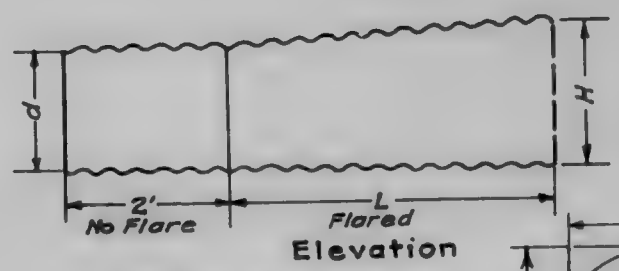
CONCRETE CATCH INLET

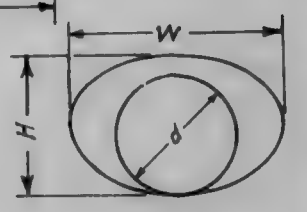
Scale ½" = 1ft.



NOTE:
Grating: ⅜"x2" W.I. bars, 2" c. to c., riveted to ¼"x2" W.I. side bars through ¼"x¾" holes.
Overall dimensions of Grating 18⅛" x 32"
Inside " " Frame 18" x 32¼"





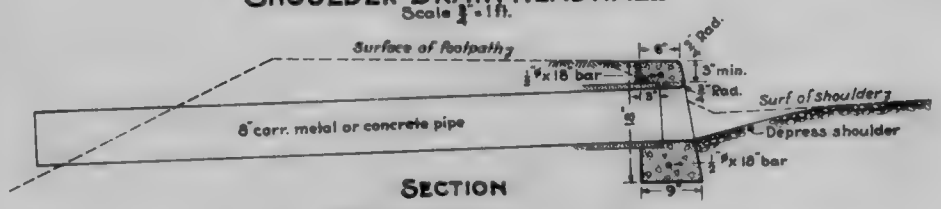


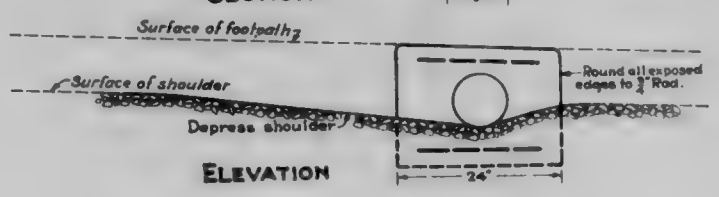
FLARE TABLE				
Pipe Dia d	W	H	L	Gage
15"	27"	18"	4'	16
18"	31"	21"	4'	16
24"	43"	27"	4'	16
30"	50"	32"	4'	16
36"	55"	40"	4'	14
42"	62"	47"	6'	14
48"	71"	54	6'	14
54"	76"	61"	6'	14
60"	85"	68"	6'	12
72"	100"	80"	6'	12

NOTES
Use standard band for connection
Dimensions W and L subject to manufacturing tolerances.

SHOULDER DRAIN HEADWALL

Scale ½" = 1ft.





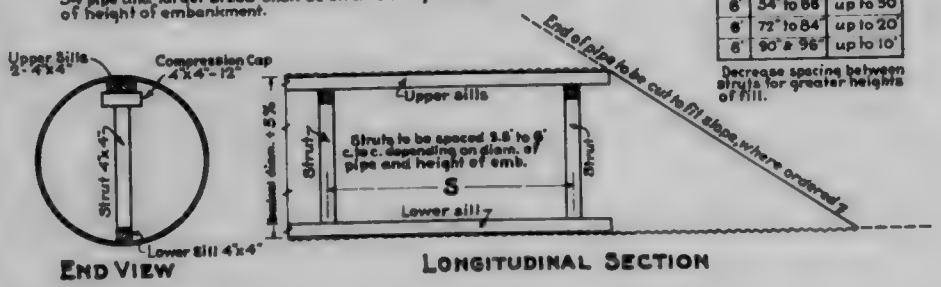
DESIGN for CORRUGATED METAL PIPE STRUTTING

For Pipes 42" or over in Diam.
No Scale

NOTE:
42" pipe shall be strutted if emb. over pipe is more than 80'
48" " " " " " " 20'
54" pipe and larger sizes shall be strutted regardless of height of embankment.

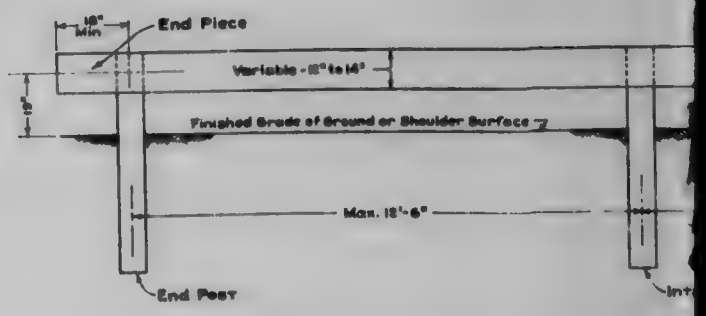
STRUT SPACING		
S	Dia. of Pipe	Ht. of Fill
8'	48"	20' to 30'
6'	54" to 66"	up to 30'
6'	72" to 84"	up to 20'
6'	90" & 96"	up to 10'

Decrease spacing between struts for greater heights of fill.


Upper Sills 2-4"x4"
Compression Cap 4"x4"-12"
Strut 4"x4"
Lower Sill 4"x4"
END VIEW
End of pipe to be cut to fit slope, where ordered
Upper sills
Struts to be spaced 3.5' to 8' c. to c. depending on diam. of pipe and height of emb.
Struts
Struts
Nominal diam. + 5%
S
Lower sill
LONGITUDINAL SECTION

DETAIL of ELLIPTICAL INLET for CORR. METAL PI...

METAL GUA...
No Sca...



NOTE:
For details of Materials and Erection se...
Standard Specifications and Special Pro...

Step 1 · Assemble grate and drain pipe with conical form in place and place in position.
Step 2 · After concrete has set unscrew grate and remove conical form.
Step 3 · Refasten grate.

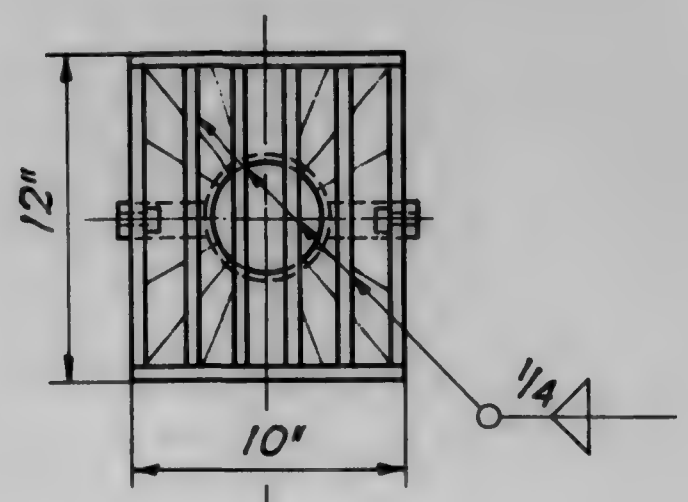
1/2"x 1 1/4" strap
Drill and tap strap for 1/2" hex.hd.cap screw.
Drill 9/16" hole in grate
1/4
Scale: 3"=1'-0"
4" std. iron pipe, galv. after fabrication

of Std. 4" pipe = 51 # per drain

Revised 7-11-52 Galv. note

OREGON
STATE HIGHWAY COMMISSION
DRAIN GRATE DETAILS
Sept. 2, 1947 Dwg. S-83

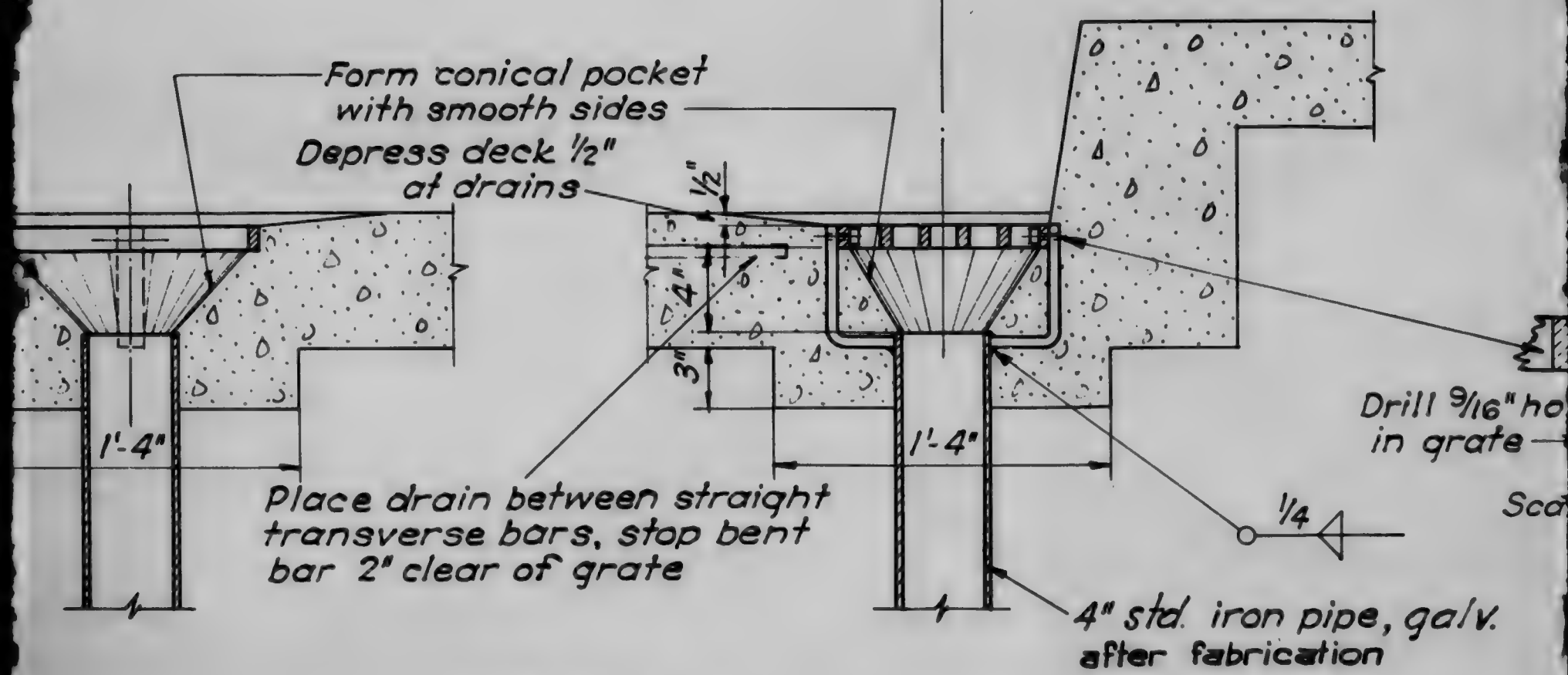
Make grate of 1/2"x 1 1/4" bars.
Galvanize after welding.



Step

Step

Step

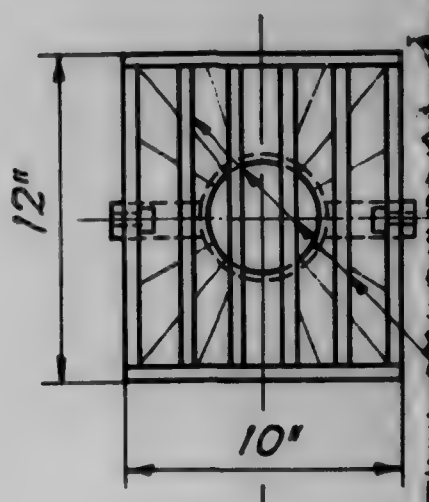


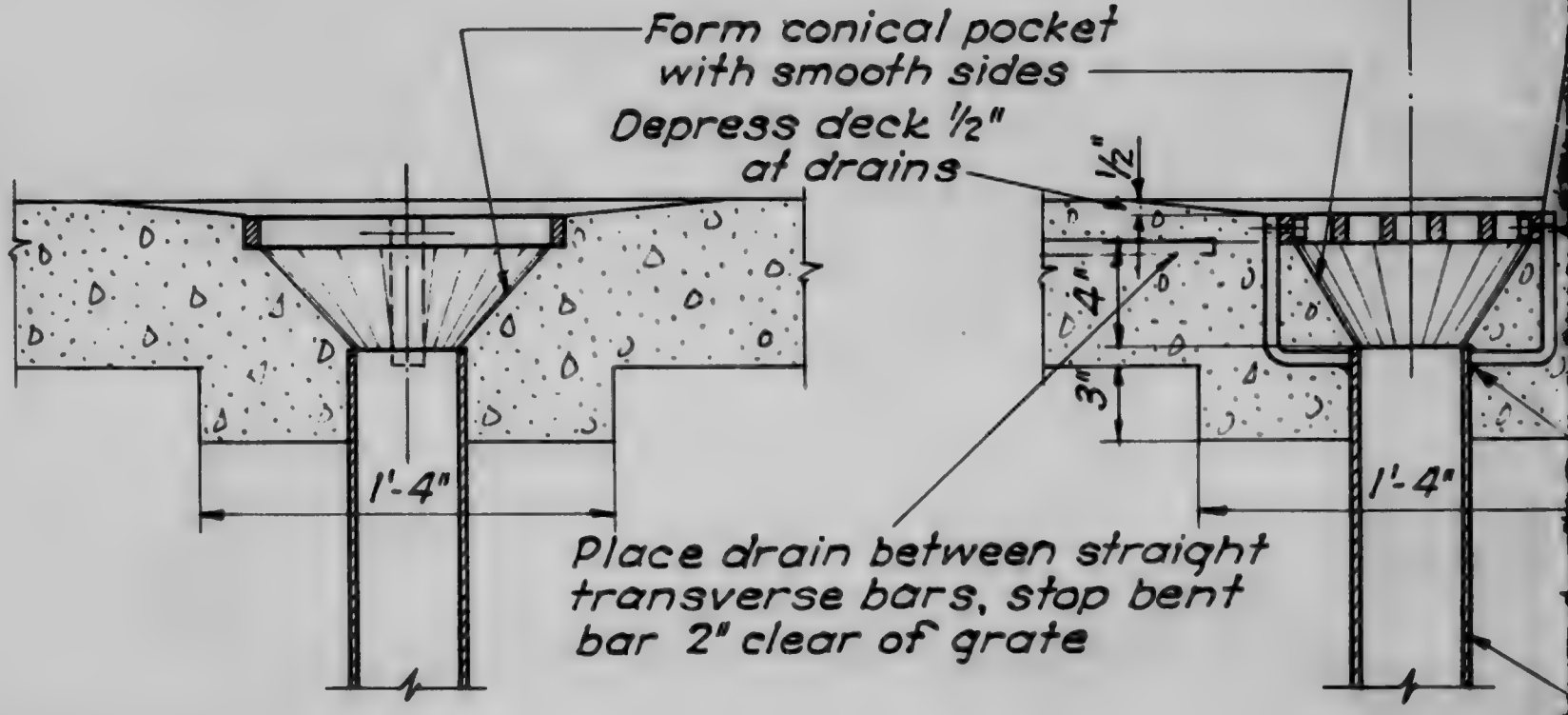
Scale: 1 1/2" = 1'-0"

Weight of bars and 3 ft. of Std. 4" pipe = 51# per a

Revised 7-11-52 Galv. not

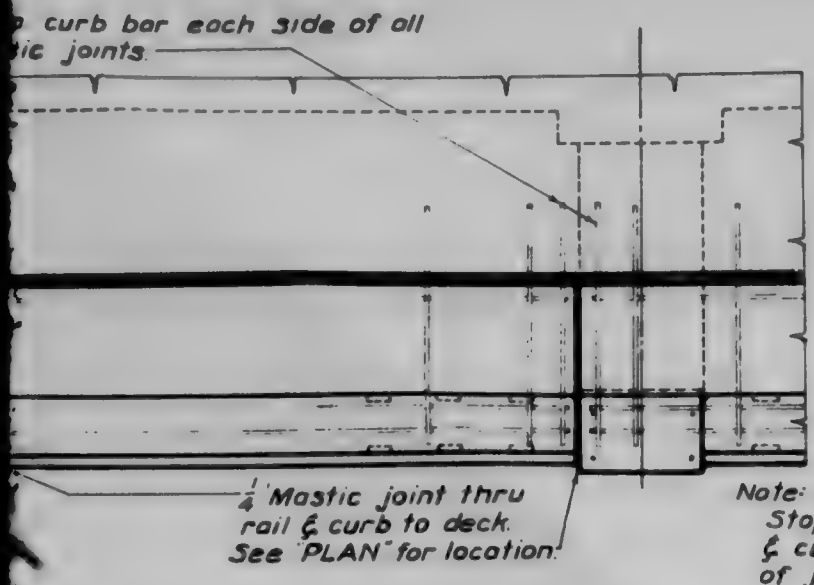
Make grate of 1/2"x 1 1/4" bars.
Galvanize after welding.



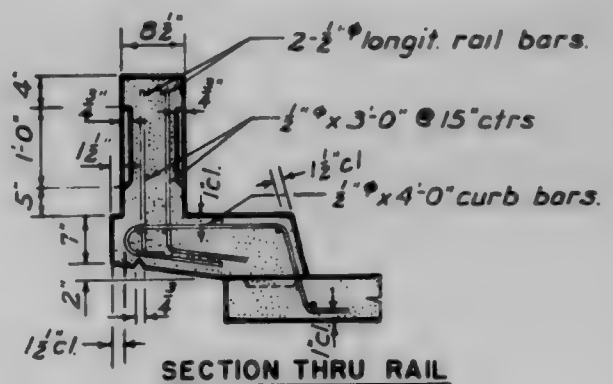


Scale: 1 1/2" = 1'-0"

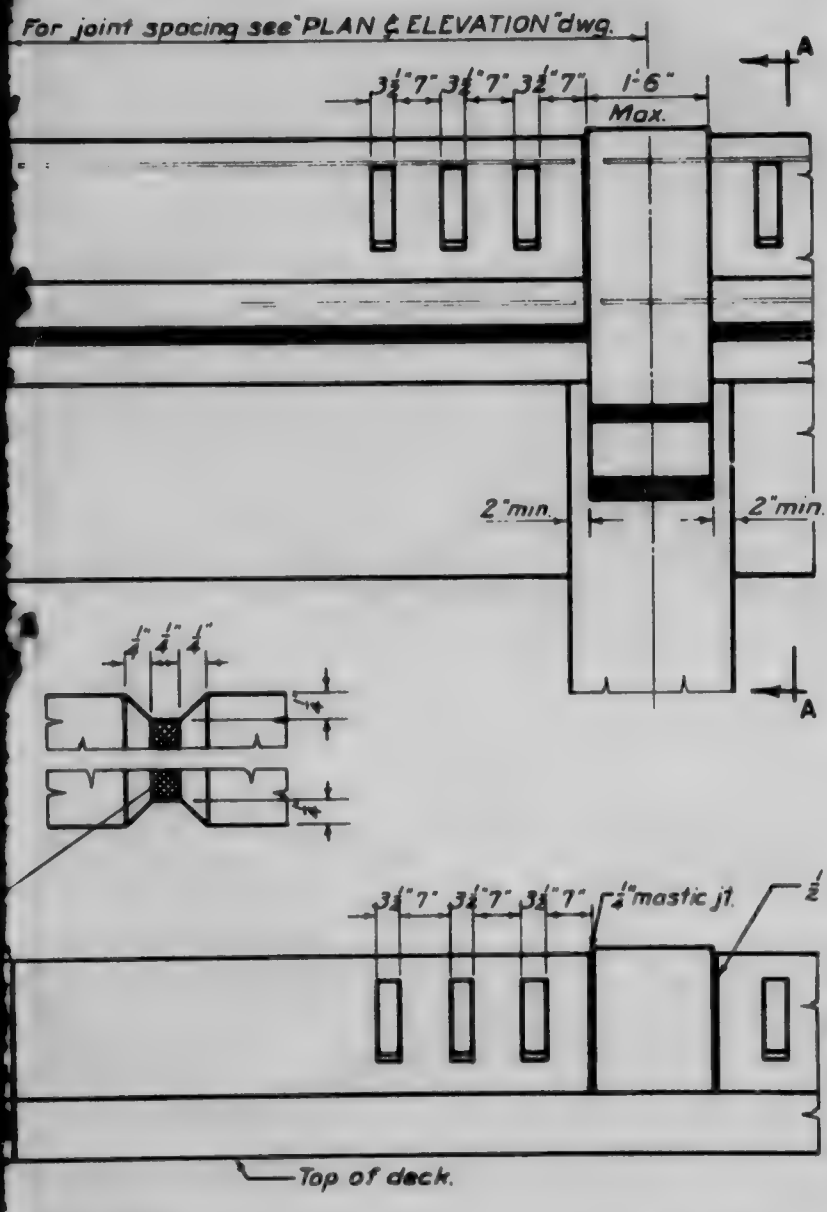
Weight of bars and 3 ft.

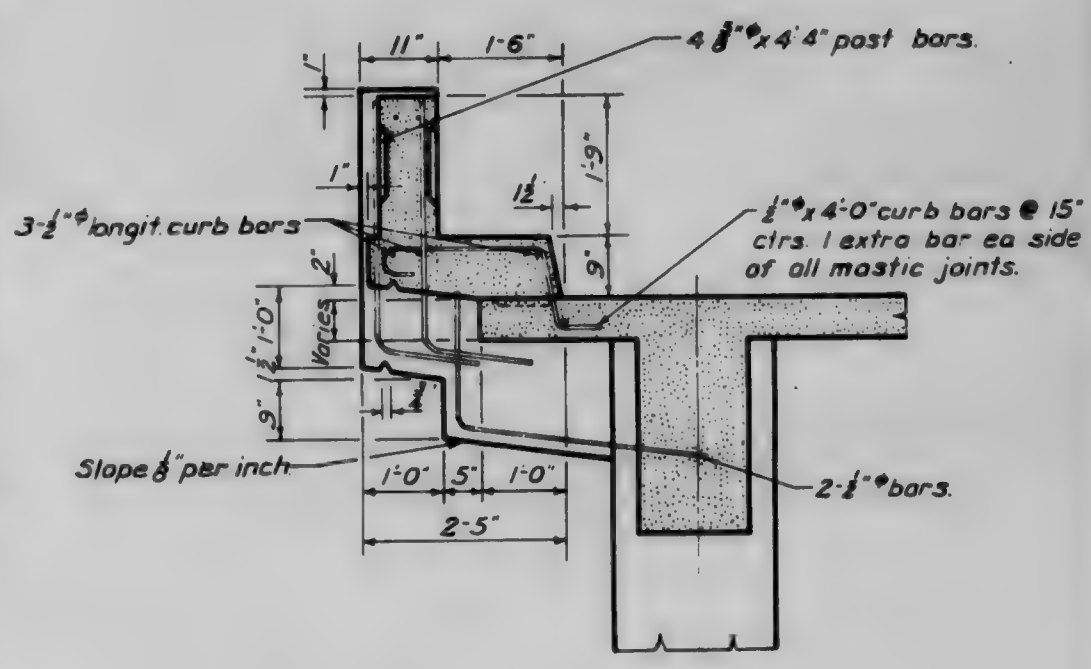


Note:
Stop all longit. rail & curb bars 2" clear of joints.

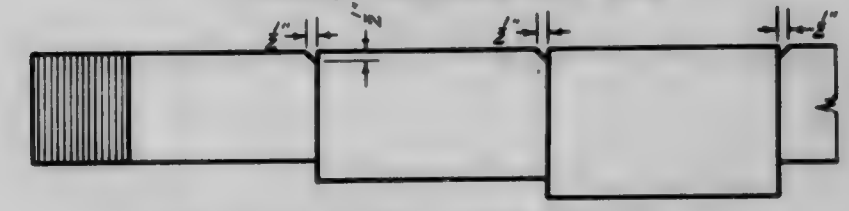


SECTION THRU RAIL
Scale: ¾"=1'-0"





SECTION A-A
Scale: ¾"=1'-0"



SCORING DETAIL - END POST
Scale: 1½"=1'-0"

OF RAIL
"=1'-0"

IS PRINT IS
RIGINAL DRWG.
E ¾"=1'-0"
"=1'-0".
E 1"=10'-0"
1"=20' 0"

APPROVED BY:
P. M. Stephenson
BRIDGE ENGINEER

OREGON
STATE HIGHWAY COMMISSION

STANDARD CONCRETE HANDRAIL
SOLID TYPE

DRAWN BY G.W.T.
TRACED BY

FEBRUARY 9, '955
DRAWING NO. 11917

℄ of bent.

1-Extra curb bar each side of all mastic joints.

1-½"ϕx 6'-0 bar bent as shown.

R1=1'-4½"
R2=1'-2"
R3=1'-6"

1'-3"

R3 2'-5"

R2

R1

1-½"ϕx 3'-0" bar.

Place catch basin outlet as shown when req'd. See Plans.

8-⅝"ϕ bars.

¼" Mastic joint thru rail & curb to deck. See "PLAN" for location.

PLAN
Scale: ¾"=1'-0"

4'-7"

11"
9½"
8"

7" 1'-2" 1'-5" 1'-5"

For joint spacing see "PLAN & ELEVATION" dwg.

3½" 7" 3½" 7" 3½" 7" 1'-6" Max.

1-½"ϕx 3'-0" bar, bent on 1'-2" radius.

9"
1'-0"
8"

8-⅝"ϕ bars as shown.

2" min.

Wing wall.

⅜"ϕ bars each way each face @ 9" ctrs. as shown.

2-½"ϕx 4'-0" bars.

Place catch basin outlet as shown, when req'd. See plans and Dwg. S-195.

ELEVATION
Scale: ¾"=1'-0"

¼" ¼" ¼"

½" scoring

½" scoring

7" 3½" 7" 3½" 7" 3½"

¼" mastic jt.

3½" 7" 3½" 7" 3½" 7" ¼" mastic jt.

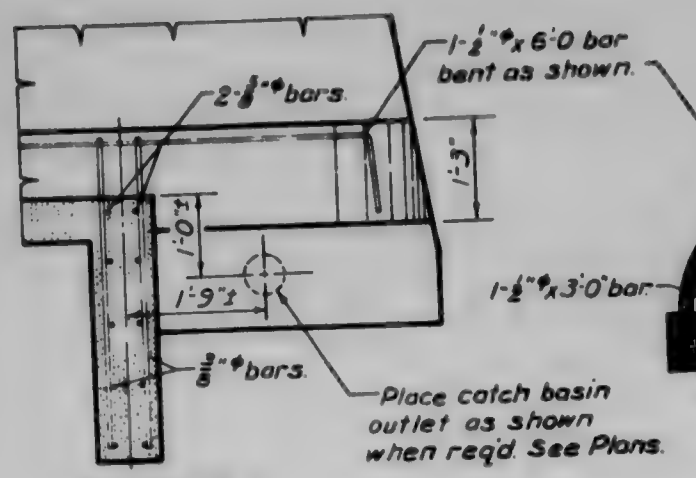
Top of deck.

INTERIOR POSTS
"=1'-0"

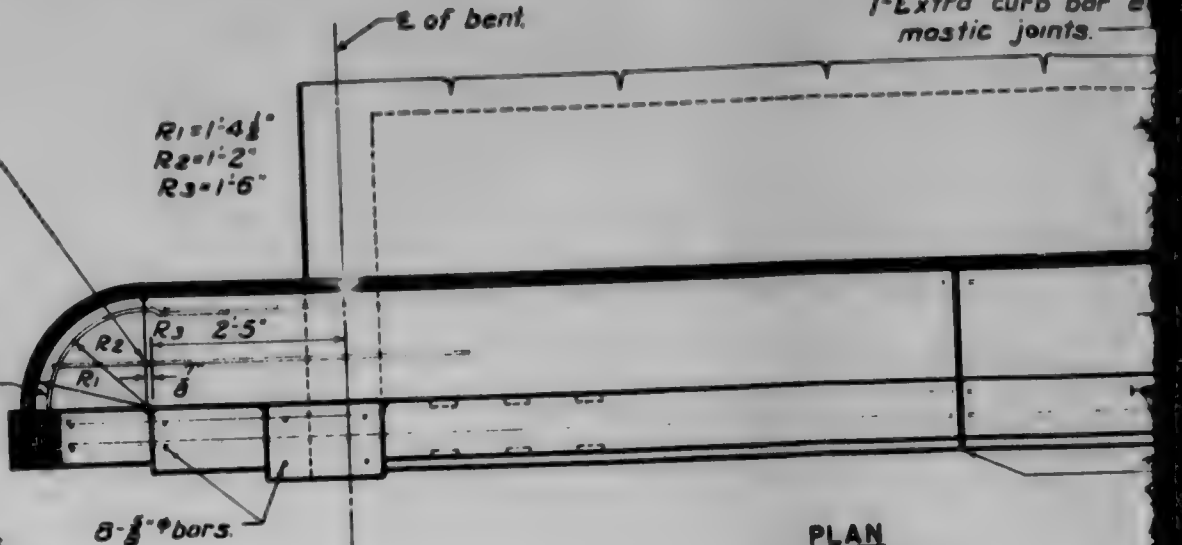
INSIDE VIEW OF RAIL
Scale: ¾"=1'-0"

APPROVE
BRIDGE

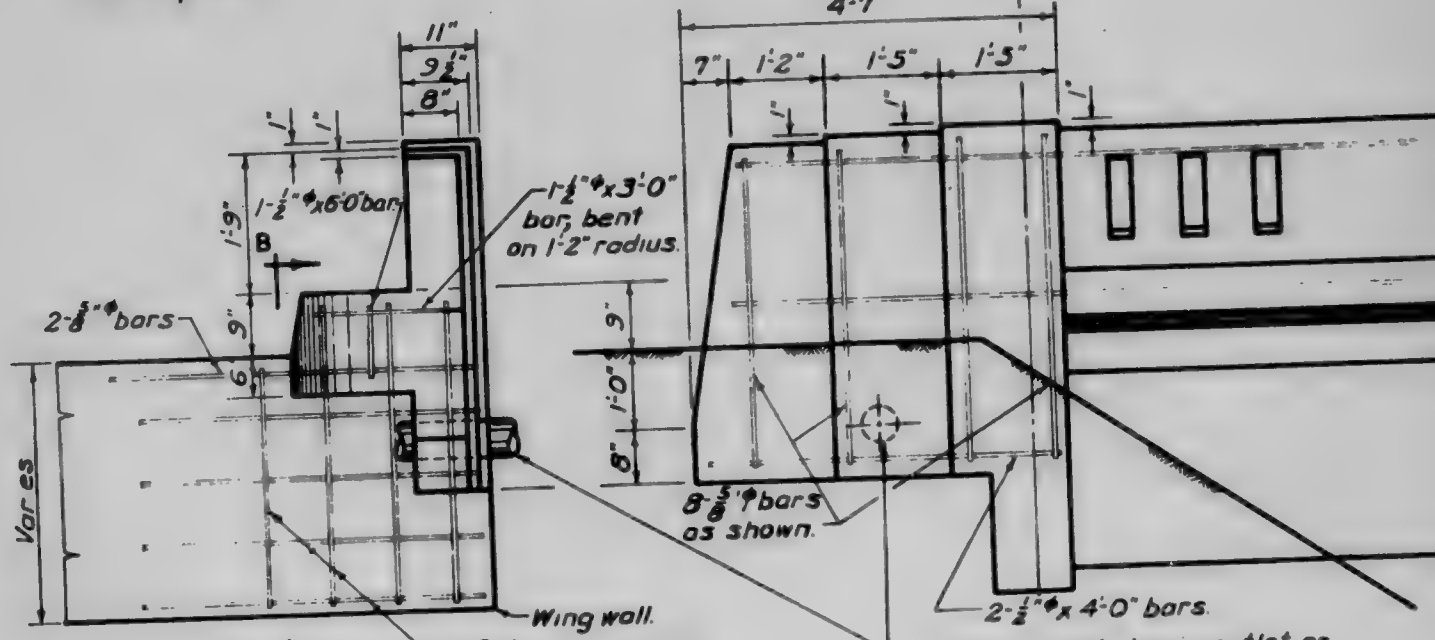
NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE ¾"=1'-0"
SHOULD BE READ ⅜"=1'-0".
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20' 0"



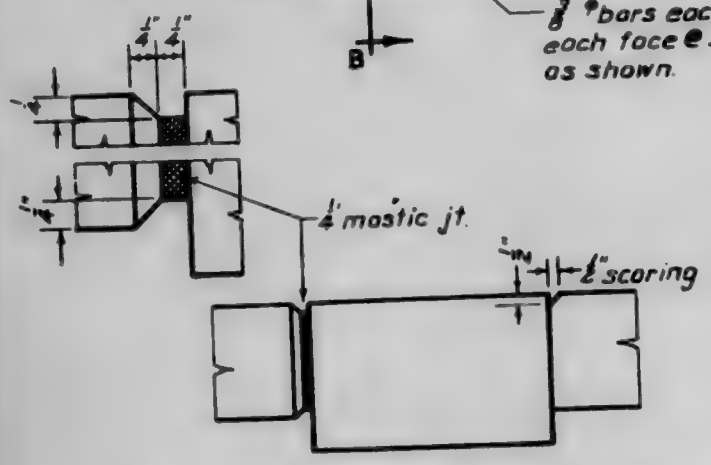
SECTION B-B
Scale: ¾"=1'-0"



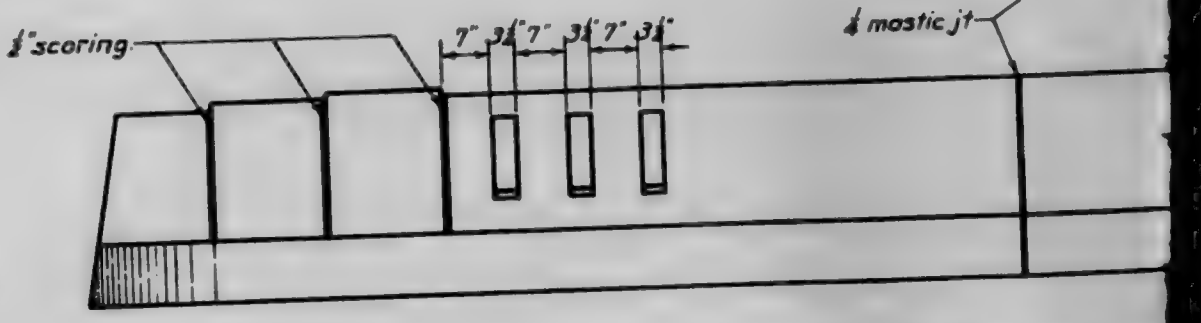
PLAN
Scale: ¾"=1'-0"



ELEVATION
Scale: ¾"=1'-0"



SCORING DETAIL - INTERIOR POSTS
Scale: 1½"=1'-0"



INSIDE VIEW OF RAI
Scale: ¾"=1'-0"

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRW
FOR EXAMPLE:
INDICATED SCALE ¾"=1'-0"
SHOULD BE READ ⅜"=1'-0".
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20' 0"

F-152(1)	Moro-Grass Valley Section of the Sherman Highway, btw. Moro and Grass Valley.	1955
#4572		

RECEIVED
MAY 9 - 1957
FOR FILING

F-15-4-(4)

4572

May 8, 1957

General Casualty Company of America
General Insurance Building
Seattle 5, Washington

Attention: Mr. Harlan B. Dean
Surety Department

Dear Sir:

State Highway Contract No. 4572, awarded to Roy L. Houck and Sons, for grading and paving the Moro-Grass Valley Section of the Sherman Highway, Sherman County, was completed on August 27, 1956 and accepted by the Highway Commission on April 19, 1957. Final payment was mailed to the contractor on May 3, 1957.

We regret the discrepancy which appeared between our previous letter and the status inquiry that was sent to you recently.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

FQ:jmc

H. K. DENT
CHAIRMAN OF THE BOARD
W. L. CAMPBELL
PRESIDENT

GENERAL CASUALTY COMPANY OF AMERICA

HOME OFFICES—SEATTLE 5, WASHINGTON

May 7, 1957

State of Oregon
Department of Highways
Salem, Oregon

Gentlemen:

Bond 279672
Contract 4572 for Roy L. Houck & Sons -
Grading and Paving, Moro Grass Valley
Section of Sherman Highway

Recently we received your letter of April 23 stating that the above mentioned job was completed on August 27, 1956 and was formally accepted by the Highway Commission on April 19, 1957, signed by Mr. H. B. Glaisyer, Secretary.

On May 2 we received a copy of our status inquiry also signed by your Mr. Glaisyer with the notation that the job was completed August 27, 1956 but not yet accepted and we would appreciate a clarification of this point.

Probably this is just some oversight and it would help us considerably if you would verify the fact that this job was formally accepted on April 19, 1957 as you indicated and that the status inquiry was incorrect.

Thank you for your help in this matter.

Very truly yours,

Contract 4572 was completed Aug. 27, 1956 and accepted April 19, 1957.
Final extimate mailed May 3, 1957.

Harlan B. Dean
Surety Department
ah

OREGON STATE HIGHWAY COMMISSION

By _____
Assistant Secretary

RECEIVED
MAY 8 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 6 - 1957
FOR FILING

file

OREGON STATE HIGHWAY DEPARTMENT

(date) May 2, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
I 15-2(4) 4572	9-Final	Roy L. Houck and S. a	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
9491	H-179862	$ 11,852.03	5/1/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1956

Time Extensions: None

Completion Date: Aug. 27, 1956

Date Accepted: Apr. 19, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: May 3, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAY 3 1957

Ruth Rawlings

NOTED ON CARD

RECEIVED
APR 23 1957
FOR FILING

F 15a(4)

4572

April 23, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: Mr. G. M. Burnett

Gentlemen:

State Highway Contract No. 4572 for work performed on the More-Grass Valley Section of the Sherman Highway in Sherman County was completed by the contractor, Roy L. Houck & Sons, on Aug. 27, 1956 and was formally accepted by the Highway Commission on April 19, 1957.

Final payment in the amount of $11,852.03 will be released to the contractor on or after May 3, 1957. The total contract amount is $396,086.05, of which amount $3,191.75 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD

RECEIVED
MAR 22 1957
FOR FILING

F-152(4)

4572

March 22, 1957

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Roy L. Houck & Son in connection with contract No. 4572, covering the Moro-Grass Valley Section of the Sherman Highway in Sherman County. This payment in the amount of 8,030.66 will be released to the contractor on or after April 1, 1957. The retained percentage is $11,883.53.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
SEP 26 1956
FOR FILING

F. 152 (4)
45-1/2

September 25, 1956

General Casualty Company of America
Portland Service Office
209 S.W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

It is the intention of the State Highway Commission to release to Roy L. Houck & Son a portion of the funds heretofore retained by the Commission on contract No. 4572, for the Moro-Grass Valley Section of the Sherman Highway in Sherman County.

This payment in the amount of $33,867.63 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $11,635.16. The present payment will be released on or after October 6, 1956.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

Form E-1—1956—10-55

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

F-152 (4)
4572

For Week Ending August 31, 1956, 19

Section Moro-Grass Valley
Highway Sherman
Contractor Roy L. Houck & Sons
Date of contract December 16, 1956, 19
Date work started November 29, 1956, 19
Project authorization $445,509.51
Exclusive of Engineering $411,538.44

Kind of work Grading & Paving
Section prefix 28-1021
Contract number 4572
Date of completion August 31, 1956, 19
Estimated date of completion , 19
Per cent of time elapsed 99 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 412,000
Estimated per cent overrun or underrun . . . . . %
Per cent of contract completed, based on total contract price . . . . . 99 %
Engineering authorization $31,538.44

Engineering cost to date $37,600, 119 % Date project was completed August 27, 1956, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor has completed shoulders and [redacted] is cleaning up and moving out.

FINAL REPORT

Noted
M. N. Juve

NOTED
TOM EDWARDS

NOTED
Li H. Young

NOTED
D. J. BARBEE

RECEIVED
CONST.

Signed M. N. Juve Resident Engineer

Address P.O. Box 420, The Dalles, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 60712

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.5	6.5	5,000		6.5
Miles partially completed					
Miles completed	6.5	6.5			6.5
Total estimated quantities (contract)	209,000	87,200	5,000		18,800
Total quantities corrected to date	215,000	90,000	5,000		17,365
Estimated quantities moved or placed to date	215,000	90,000	5,000		17,565
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	"		
Tuesday	"		
Wednesday	Fair		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
SEP 4 1956
FOR FILING
F-152 (4)
4572

August 31, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 27, 1956, on Contract No. 4572, Mare-Grass Valley Section, in Sherman County, in connection with Federal Aid Project No. F-152(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DCP:bb

cc: John Cottrell

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JUL 24 1956
FOR FILING
F-152(4)
4572

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1956

SUBJECT: More-Grass Valley
Sherman Highway
Contract No. 4572

NOTED
W. C. WILLIAMS

To:
Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

Reference is made to Laboratory Reports Nos. 395600, 395601, and 395602, dated July 17th and 18th, 1956 showing an excess of from 11.9 to 40 percent passing the #10 sieve for the ¾"-#10 crushed rock being produced by Roy L. Houck. This material shows such a high discrepancy that plant site screening can be of assistance in controlling the quality of the material.

Will you please instruct the resident engineer to have the contractor so adjust his plant and quarry operations that acceptable ¾"-#10 aggregate can be produced. A number of forms for field testing are enclosed for his use in making field screening tests.

Also, please have the resident engineer so mark samples of improved materials submitted that it is clear they represent corrected material.

Forrest Cooper
Construction Engineer

By L. H. Young

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of
Encls.
cc to: W. C. Williams
Ray Webber

RECEIVED
JUL 23 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 25 1956
FOR FILING

4572

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 21, 1956

SUBJECT: More-Grass Valley
Sherman Highway
Contract No. 4572

To:
Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Report No. 391921, dated June 14, 1956 showing a deficiency in material (1) retained on the 1½-inch screen of 5.7 percent, and (2) passing the ¼-inch screen of 4.8 percent.

Only three samples of this material have met requirements of the specifications since May 28th. In a letter of June 7th, 1956 relative to this base course material it was stated "that unsuitable aggregate cannot be accepted".

Will you please instruct the resident engineer to submit representative samples of this aggregate now (a) on the road, and (b) in stockpile available for use as base course, and have them marked for "check samples of 2½"-0 crushed rock".

Will you also, please direct the attention of the resident engineer to this phase of the contract and have the contractor adjust his plant and quarry operations so that suitable aggregate is produced.

Forrest Cooper
Construction Engineer

By L. H. Young

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
JUN 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 18 1956
FOR FILING

F-3-13 A1
457c

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
June 15, 1956

SUBJECT: More-Grass Valley
Sherman Highway
Contract No. 4572

To:
Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

Reference is made to Laboratory Reports Nos. 391254 and 391256, dated June 12, 1956 showing 15.1 and 11.3 percent deficiency in material retained on the 1½-inch screen and a 5 percent deficiency in material passing the ¼-inch screen.

This deficiency has been frequent since May 28th. Satisfactory aggregate has been produced under this contract as shown by Laboratory Reports 389654, 389893 and 389894. The amount of deficiency shown by the last reports should be readily caught at the plant, and the plant and quarry operations adjusted to produce good material. It appears as if the jaw or gyratory openings are too large.

Will you please instruct the resident engineer to have daily screening tests carried on at the plant site, and have the plant inspector work with the contractor so that suitable aggregate can be consistently produced. It is suggested that special care be taken in sampling the bins as there is constant danger of segregation above the bin opening, and an experienced man be assigned the task.

Will you also, please have the resident engineer so mark samples of corrected aggregate submitted to the laboratory so marked that it is clear they represent improved material.

Forrest Cooper
Construction Engineer

By L. H. Young

L. H. Young
Ass't. Construction Engineer

RECEIVED
JUN 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
JUN 13 1956
FOR FILING

FORM E-BOX—GOH—11-52—60835

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 12, 1956

SUBJECT: Moro-Grass Valley
Sherman Highway
Contract No. 4572

To:
Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Report No. 390868, dated June 7, 1956 showing a 10 percent deficiency in material passing the ¾-inch screen, and a 0.7 percent deficiency in material retained on the 1½-inch screen of the 2½"-0 crushed rock being produced.

Satisfactory 2½"-0 crushed rock has been produced on this prior to this time, and an adjustment of plant or quarry operations should produce suitable material.

Will you please instruct the resident engineer to have the contractor adjust his plant setup so that suitable 2½"-0 crushed rock is produced.

Also, will you please have the resident engineer so mark samples of corrected materials sent to the laboratory that it is clear they represent improved 2½"-0 crushed rock.

Forrest Cooper
Construction Engineer

By L. H. Young

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
JUN 18 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 11 1956
FOR FILING

FORM S-901—900—11-52—20M

F-1
4572

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1956

SUBJECT: More-Grass Valley
Sherman Highway
Contract No. 4572

W. C. WILLIAMS

To:
Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

Reference is made to Laboratory Reports Nos. 390445 and 390580, dated June 5, 1956 showing an excess of 18.5 percent of the 3/4"-1/4" retained on the ½-inch screen, and a deficiency of 7.3 percent of material retained on the 1¼-inch screen of the 2½"-0 crushed rock being produced.

The deficiency of 1¼-inch material shown previously by letter of June 6th has not been corrected. The excess of 18.5 percent of material retained on the ½-inch screen calls for either plant or quarry operation changes.

Will you please instruct the resident engineer that unsuitable aggregate cannot be accepted, and that the aggregate quality must be improved. Continuous site screening appears necessary for adequate control of quality.

Also, please request the resident engineer to so mark the corrected samples submitted for tests that it is clear they represent improved material.

Forrest Cooper
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
JUN 7 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 11 1956
FOR FILING
F 152.41
4572

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1956

SUBJECT: Moro-Grass Valley
Sherman Highway
Contract No. 4572

To: Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Reports Nos. 389654, 389757, 389893, 389894, 389895, 390138, 390166, 390167, 390364 and 390443, dated May 25th, 28th, 29th and June 1st, showing (a) consistant deficiency in material retained on the 1½-inch screen ranging from 1.9 to 11.5 percent and averaging 7.7 percent, (b) deficiency of from 1.2 - 3.0 percent in material passing the ¼-inch screen in two tests and (c) a consistant deficiency in maximum size of crushed rock required for the 2½"-0 base course material.

Will you please instruct the resident engineer to tighten up on his inspection. It may be advantageous to make continuous site screening tests until such time as the crushed rock product is consistantly acceptable. The contractor should be informed that material found to be "not suitable" for the use intended cannot be accepted.

Will you please instruct the resident engineer to so mark the corrected samples submitted for tests that it is clear they represent improved material.

Forrest Cooper
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
JUN 7 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 6 - 1956
FOR FILING

F-152(4)

4572

June 4, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order For Extra Work No. 3 covering State share of flagging costs on the Moro-Grass Valley Section of the Sherman Highway in Sherman County, Contract No. 4572, in connection with Federal Aid Project No. F-152(4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

HHP:bb

Encl.

FORM E-123 50M REVISED 2-55

RECEIVED
MAY 11 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

1-1-2 141
4-572

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

May 8, 1956

NOTED
W. C. WILLIAMS

Pacific Power & Light Company
Public Service Building
Portland, Oregon

Re: Pacific Power & Light Company Poles
Moro-Grass Valley Section
Sherman Highway
Contract No. 4572

Gentlemen:

Under date of August 29, 1947, you were granted Permit No. 2560 for the construction, operation and maintenance of poles and fixtures on the Sherman Highway, in Sherman County, between Mile Post 23.63 (Engineer's Station 766+10) and Mile Post 27.62 (Engineer's Station 977+10), which permit contained the following clause:

> "This permit is given on the additional express understanding and condition that the poles will be kept in good repair and condition and will not be permitted in any way to become a hazard to the traveling public or interfere with highway construction and/or maintenance."

The State Highway Commission now is engaged in the improvement of the Moro-Grass Valley Section of the Sherman Highway, and, in connection therewith, it is and will be necessary that your poles, lines and fixtures be relocated and re-established on the section of said project between Engineer's Stations 766+00 and 885+00.

We are advised that the matter has been taken up with you by the Highway Commission's Division Office orally and by letter, but that no satisfactory results have been secured. The purpose of this communication, therefore, is to call upon you to move and re-establish your poles, lines and facilities between the highway engineer's stations hereinabove stated, which work must be done at your own cost and expense and without reimbursement for any of the costs thereof by the Highway Commission. It is requested that your representatives get in touch with Mr. A. V. Benedict, Resident Engineer, The Dalles, Oregon, who will delineate the locations of the facilities required to be moved.

Your acknowledgement of this communication and your advise as to what action which will be taken will be appreciated.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. W. C. Williams ✓
Mr. Forrest Cooper
Mr. A. V. Benedict
Mr. Dean Swift
Mr. W. C. Crews

RECEIVED
MAY 9 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 2 - 1956
FOR FILING

COPY

FORM E-30X—50M—11-56—90285

F-152(4)
4572

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 25, 1956

SUBJECT: Moro-Grass Valley
Sherman Highway
Contract No. 4572

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

The Pacific Power and Light Company have power line facilities along the existing road on the subject named job where the existing road coincides with the new construction and poles require moving. All of the poles that require moving are within the existing right of way and are covered by permit. Efforts by the Division Engineer during the past four months to have these poles moved have had no result.

I recommend that a letter be addressed to the Pacific Power and Light Company from our Legal Department advising them to begin the moving of these facilities immediately. They should be advised to contact our Resident Engineer, Mr. A. V. Benedict in The Dalles, who will delineate the poles which require moving.

/s/ L. H. Young

L. H. Young
Ass't. Construction Engineer

LHY:of

Form PR 2 (Revised 1950)

RECEIVED
MAY 1 - 1956
FOR FILING
F-152 (4)
4572

State Oregon
Project No. F-152(4)
CFR 8-1982

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of April, 1956,
by and between The Oregon State Highway Commission, constituting
for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of August, 1955, a program, which was approved on the 29th day of August, 1955, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 7th day of September, 1955, and the sum of two hundred fifty-eight thousand and 00/100
dollars ($ 258,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 476+00 and 933+00, in and south of Nore,

, length 6.131 miles, in Sherman County, being Oregon project No. F-152(4), consisting of 6.131 miles of roadway and no bridges, [redacted] of more than 20 feet clear span, [redacted]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of two hundred fifty-eight thousand and 00/100 dollars ($ 258,000.00), which does not exceed the authorized Federal pro rata share of four hundred sixteen thousand, six hundred three and 55/100 dollars ($ 416,603.55), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

By Chas H Lynn
Member, State Highway Commission
(Title of officer)

By Wm McDay
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

RECOMMENDED FOR APPROVAL:
W B Beals
Assistant STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,
By H E Bradley
Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11279-8

A4.62

Oregon State Highway Department

Federal Aid
Project No. F-152(h)

MICRO-GRASS VALLEY SECTION OF THE SHERMAN

HIGHWAY IN SHERMAN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Feb. 27, 1958

Type Code 6201
2 Lane Roadway (Sta. 476+00 to Sta. 531+35)(Sta. 600+00 to Sta. 707+00)
(Sta. 735+00 to Sta. 805+00)(Sta. 911+00 to Sta. 933+00)
(Sta. 967+00 to Sta. 975+00) (Contract No. 1572)

All Required	Clearing and Grubbing (30%)	$	$ 6,400.00
390 cu. yds.	Drainage Excavation, Unclassified	1.50	585.00
136,000 cu. yds.	General Excavation, Unclassified	0.30	40,800.00
621,000 yd. sta.	Short Overhaul	0.01	6,210.00
10,980 C-yd. sta.	Long Overhaul	0.30	3,294.00
4.86 mile	Finishing Roadbed and Slopes	500.00	2,430.00
7,600 lin. ft.	Rounding Cutbanks	0.15	1,140.00
720 lin. ft.	18-inch Corrugated Metal Pipe	1.90	2,808.00
1,050 lin. ft.	24-inch Corrugated Metal Pipe	6.10	6,405.00
240 lin. ft.	36-inch Corrugated Metal Pipe	12.00	2,880.00
190 lin. ft.	48-inch Corrugated Metal Pipe	16.85	3,201.50
90 lin. ft.	66-inch Corrugated Metal Pipe,10 Gauge	30.50	2,745.00
120 lin. ft.	Salvaging Culvert Pipe	1.00	120.00
48 cu. yds.	Class "A" Concrete	60.00	2,880.00
7,800 lbs.	Metal Reinforcement	0.15	1,170.00
51,900 cu. yds.	Coarse Crushed Material in Base	1.60	83,040.00
10,300 cu. yds.	3/4" - 0 Material in Base	1.75	18,025.00
1,500 M-gal.	Sprinkling	3.75	5,625.00
4.05 mile	Preparation of Base	300.00	1,218.00
550 cu. yds.	3/4" - 0 Material in Binder Course	4.00	2,200.00
90 tons	MC-3 Asphalt in Binder Course	41.00	3,690.00
11,800 tons	Class "B" Asphaltic Concrete	5.25	61,950.00
29 tons	RS-1 Asphalt in Tack Coat	55.00	1,595.00
24 only	Extra for Asphaltic Concrete Approaches	30.00	700.00
52 tons	RS-2 Asphalt in Pavement Seal	45.00	2,340.00
260 cu. yds.	Aggregate in Pavement Seal	5.00	1,300.00
		Subtotal	$224,831.50
		10% Engr. & Cont.	26,483.15
		Total	$251,314.65
	Length of Roadway	4.919 Miles	
	Cost of Roadway Per Mile	$59,222.33	

Type Code 6201
2 Lane Roadway (Sta. 707+00 to Sta. 735+00)(Sta. 887+00 to Sta. 911+00)(Cont. No. 1572)

All Required	Clearing and Grubbing (15%)	$	$ 1,200.00
20 cu. yds.	Drainage Excavation, Unclassified	1.50	30.00
72,000 cu. yds.	General Excavation, Unclassified	0.30	21,600.00
63,000 yd. sta.	Short Overhaul	0.01	630.00
20 C-yd.sta.	Long Overhaul	0.30	6.00
1.04 miles	Finishing Roadbed and Slopes	500.00	520.00

3,400 lin. ft.	Rounding Cutbanks	$0.15	$	510.00
40 lin. ft.	18-inch Corrugated Metal Pipe	3.90		156.00
150 lin. ft.	24-inch Corrugated Metal Pipe	6.10		915.00
80 lin. ft.	36-inch Corrugated Metal Pipe	12.00		960.00
15,000 cu. yds.	Coarse Crushed Material in Base	1.60		24,000.00
2,600 cu. yds.	3/4" - 0 Material in Base	1.75		4,550.00
500 M-gal.	Sprinkling	3.75		1,875.00
1.04 miles	Preparation of Base	300.00		312.00
200 cu. yds.	3/4" - 0 Material in Binder Course	4.00		800.00
35 tons	MC-3 Asphalt in Binder Course	41.00		1,435.00
5,000 tons	Class "B" Asphaltic Concrete	5.25		26,250.00
10 tons	RS-1 Asphalt in Tack Coat	55.00		550.00
2 only	Extra for Asphaltic Concrete Approaches	30.00		60.00
20 tons	RS-2 Asphalt in Pavement Seal	45.00		900.00
90 tons	Aggregate in Pavement Seal	5.00		450.00
		Subtotal	$	87,709.00
		10% Engr. & Cont.		8,770.90
		Total	$	96,479.90

Length of Roadway	0.935 Mile
Cost of Roadway Per Mile	$97,949.13

Type Code 6201
4 Lane Roadway (Sta. 375+00 to Sta. 387+00)(Contract No. 1572)

All Required	Clearing and Grubbing (5%)	$	$	400.00
10 cu. yds.	Drainage Excavation, Unclassified	1.50		15.00
1,000 cu. yds.	General Excavation, Unclassified	0.30		300.00
0.23 miles	Finishing Roadbed and Slopes	500.00		115.00
40 lin. ft.	18-inch Corrugated Metal Pipe	3.90		156.00
6,500 cu. yds.	Coarse Crushed Material in Base	1.60		10,400.00
700 cu. yds.	3/4" - 0 Material in Base	1.75		1,575.00
200 M-gal.	Sprinkling	3.75		750.00
0.23 mile	Preparation of Base	300.00		69.00
100 cu. yds.	3/4" - 0 Material in Binder Course	4.00		400.00
15 tons	MC-3 Asphalt in Binder Course	41.00		615.00
2,000 tons	Class "B" Asphaltic Concrete	5.25		10,500.00
5 tons	RS-1 Asphalt in Tack Coat	55.00		275.00
2 only	Extra for Asphaltic Concrete Approaches	30.00		60.00
8 tons	RS-2 Asphalt in Pavement Seal	45.00		360.00
40 cu. yds.	Aggregate in Pavement Seal	5.00		200.00
		Subtotal	$	26,190.00
		10% Engr. & Cont.		2,619.00
		Total	$	28,809.00

Length of Roadway	0.227 Mile
Cost of Roadway Per Mile	$126,911.09

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2 Lane Roadway	$291,314.65	$180,409.00	$110,905.65
3 Lane Roadway	96,479.90	59,750.00	36,729.90
4 Lane Roadway	26,809.00	17,841.00	10,968.00
	$414,603.55	$258,000.00	$158,603.55

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. F-152(4)

MORO-GRASS VALLEY SECTION OF THE SHERMAN HIGHWAY IN SHERMAN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 7, 1955

Type Code 6201
2 Lane Roadway (Sta. 476+00 to Sta. 531+35) (Sta. 600+00 to Sta. 707+00)
(Sta. 735+00 to Sta. 805+00) (Sta. 911+00 to Sta. 933+00)
(Sta 476+00 to Sta 675+00)

All Required	Clearing and Grubbing (80%)		$ 1,600.00
390 cu. yds.	Drainage Excavation, Unclassified	$ 3.00	1,170.00
136,000 cu. yds.	General Excavation, Unclassified	0.45	61,200.00
621,000 yd. sta.	Short Overhaul	0.015	9,315.00
10,980 C-yd. sta.	Long Overhaul	0.50	5,490.00
4.86 miles	Finishing Roadbed and Slopes	750.00	3,645.00
7,600 lin. ft.	Rounding Cutbanks	0.18	1,368.00
720 lin. ft.	18-inch Corrugated Metal Pipe	4.25	3,060.00
1,050 lin. ft.	24-inch Corrugated Metal Pipe	6.25	6,562.50
240 lin. ft.	36-inch Corrugated Metal Pipe	13.00	3,120.00
190 lin. ft.	48-inch Corrugated Metal Pipe	18.00	3,420.00
90 lin. ft.	66-inch Corrugated Metal Pipe, 10 gauge	35.00	3,150.00
120 lin. ft.	Salvaging Culvert Pipe	2.00	240.00
48 cu. yds.	Class "A" Concrete	50.00	2,400.00
7,800 lbs.	Metal Reinforcement	0.15	1,170.00
51,900 cu. yds.	Coarse Crushed Material in Base	1.90	98,610.00
10,300 cu. yds.	3/4" - 0 Material in Base	2.15	22,145.00
1,500 M-gal.	Sprinkling	3.00	4,500.00
4.06 miles	Preparation of Base	250.00	1,015.00
550 cu. yds.	3/4" - 0 Material in Binder Course	3.75	2,062.50
90 tons	RC-3 Asphalt in Binder Course	45.00	4,050.00
11,800 tons	Class "B" Asphaltic Concrete	5.50	64,900.00
29 tons	RS-1 Asphalt in Tack Coat	48.00	1,392.00
26 only	Extra for Asphaltic Concrete Approaches	25.00	650.00
52 tons	RS-2 Asphalt in Pavement Seal	45.00	2,340.00
260 cu. yds.	Aggregate in Pavement Seal	4.00	1,040.00
		Subtotal	$309,615.00
		10% Engr. & Cont.	30,961.50
		Total	$340,576.50

Length of Roadway 4.919 miles
Cost of Roadway per mile $69,236.93

Type Code 6201
3-lane Roadway (Sta. 707+00 to Sta. 735+00) (Sta. 887+00 to Sta. 911+00)

All Required	Clearing and Grubbing (15%)		$ 300.00
20 cu. yds.	Drainage Excavation, Unclassified	$ 3.00	60.00
72,000 cu. yds.	General Excavation, Unclassified	0.45	32,400.00
63,000 Yd. Sta.	Short Overhaul	0.015	945.00
20 C-yd. sta.	Long Overhaul	0.50	10.00
1.04 miles	Finishing Roadbed and Slopes	750.00	780.00
3,400 lin. ft.	Rounding Cutbanks	0.18	612.00

40 lin. ft.	18-inch Corrugated Metal Pipe	$ 4.25	$ 170.00
150 lin. ft.	24-inch Corrugated Metal Pipe	6.25	937.50
80 lin. ft.	36-inch Corrugated Metal Pipe	13.00	1,040.00
15,000 cu. yds.	Coarse Crushed Material in Base	1.90	28,500.00
2,600 cu. yds.	3/4" - 0 Material in Base	2.15	5,590.00
500 M-gal.	Sprinkling	3.00	1,500.00
1.04 miles	Preparation of Base	250.00	260.00
200 cu. yds.	3/4" - 0 Material in Binder Course	3.75	750.00
35 tons	RC-3 Asphalt in Binder Course	45.00	1,575.00
5,000 tons	Class "B" Asphaltic Concrete	5.50	27,500.00
10 tons	RS-1 Asphalt in Tack Coat	48.00	480.00
2 only	Extra for Asphaltic Concrete Approaches	25.00	50.00
20 tons	RS-2 Asphalt in Pavement Seal	45.00	900.00
90 tons	Aggregate in Pavement Seal	4.00	360.00
		Subtotal	$104,719.50
		10% Engr. & Cont.	10,471.95
		Total	$115,191.45

Length of Roadway 0.985 mile
Cost of Roadway per mile $116,945.63

Type Code 6201
4-lane Roadway (Sta. 875+00 to Sta. 887+00)

All Required	Clearing and Grubbing (5%)		$ 100.00
10 cu. yds.	Drainage Excavation, Unclassified	$ 3.00	30.00
1,000 cu. yds.	General Excavation, Unclassified	0.45	450.00
0.23 mile	Finishing Roadbed and Slopes	750.00	172.50
40 lin. ft.	18-inch Corrugated Metal Pipe	4.25	170.00
6,500 cu. yds.	Coarse Crushed Material in Base	1.90	12,350.00
900 cu.yds.	3/4" - 0 Material in Base	2.15	1,935.00
200 M-gal.	Sprinkling	3.00	600.00
0.23 mile	Preparation of Base	250.00	57.50
100 cu. yds.	3/4" - 0 Material in Binder Course	3.75	375.00
15 tons	RC-3 Asphalt in Binder Course	45.00	675.00
2,000 tons	Class "B" Asphaltic Concrete	5.50	11,000.00
5 tons	RS-1 Asphalt in Tack Coat	48.00	240.00
2 only	Extra for Asphaltic Concrete Approaches	25.00	50.00
8 tons	RS-2 Asphalt in Pavement Seal	45.00	360.00
40 cu. yds.	Aggregate in Pavement Seal	4.00	160.00
		Subtotal	$ 28,725.00
		10% Engr. & Cont.	2,872.50
		Total	$ 31,597.50

Length of Roadway 0.227 mile
Cost of Roadway per mile $139,196.03

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-lane Roadway	$340,576.50	$205,451.00	$135,125.50
3-lane Roadway	115,191.45	69,488.00	45,703.45
4-lane Roadway	31,597.50	19,061.00	12,536.50
	$487,365.45	$294,000.00	$193,365.45

RECEIVED
JAN 10 1956
FOR FILING

F-152.(4)
4572

January 10, 1956

Roy L. Houck & Sons
1585 N. 20th St.
Salem, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of each of two contracts awarded to you by the State Highway Commission on December 16, 1955, as follows:

Contract No. 4572, covering the Moro-Grass Valley Section of the Sherman Highway in Sherman County.

Contract No. 4575, covering the East Unit, McMinnville Airport-Dayton Junction Section of the Three Mile Lane Highway in Yamhill County.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
DEC 29 1955
FOR FILING

F-152 (4)
4572

December 27, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 29, 1955 on Contract No. 4572, Moro-Grass Valley Section in Sherman County, in connection with Federal Aid Project No. F-152(4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

MCW:eh

RECEIVED
DEC 17 1955
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

F-152(4)
4572

08-35

December 16, 1955

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-152(4), Moro-Grass Valley Section of the Sherman Highway, we hereby concur as of this date in award of contract to Roy L. Houck & Sons of Salem, Oregon, low bidder inthe amount of $386,230.50 at the November 3, 1955 bid opening.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
DEC 16 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 20 1955
FOR FILING

F-152(4)
4572

December 16, 1955

Mr. G. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Moro-Grass Valley Section of the Sherman Highway in Sherman County, Project F-152(4), to Ray L. Hanak & Sons of Salem, Oregon, on the basis of the bid of $386,290.50 submitted on November 3, 1955.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

[illegible]:ia

RECEIVED
DEC 16 1955
FOR FILING

F-152 (4)
4572

December 16, 1955

Roy L. Houck & Sons
1585 North 20th Street
Salem, Oregon

Gentlemen:

The State Highway Commission on November 3, 1955 accepted your proposals for the Moro-Grass Valley Section of the Sherman Highway in Sherman County for the sum of $386,230.50, and for the McMinnville Airport-Dayton Junction Section of the Three-Mile Lane Secondary Highway in Yamhill County for the sum of $235,301.00, and referred them to the State Highway Engineer with authority to award the contracts to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contracts in conformity with the Commission's authorization. These projects have been assigned Contract Nos. 4572 and 4575, respectively.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms our telephone conversation of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm

cc: R. G. Savage (SIAC)
Forrest Cooper
S. M. Probert

Pacific Builder & Engineer, Inc.
2618 Third Ave.
Seattle 1, Washington

Attention: Dorothy McCormack

NOTED
J. Mc C.

OREGON STATE HIGHWAY DEPARTMENT

Located Line

MORO-GRASS VALLEY UNIT
MORO - KENT SECTION

SHERMAN HIGHWAY

SHERMAN COUNTY

Scale: 1 inch = 100 feet

Traced by H.K.E.

May, 1955

GRID BEARINGS - NORTH ZONE

NOVEMBER 3rd 1955
COMMISSION MEETING

PART 1 OF 3 PARTS

DRG. NO. 7B-33-1

LEGEND

FX	FARM CROSSING
A	ACCESS
PA	PRIVATE ACCESS
PAL	PRIVATE ACCESS LIMITED
CA	COMMERCIAL ACCESS
CAL	COMMERCIAL ACCESS LIMITED
RA	RESTRICTED ACCESS

OREGON STATE HIGHWAY DEPARTMENT

Located Line

MORO-GRASS VALLEY UNIT
MORO - KENT SECTION

SHERMAN HIGHWAY

SHERMAN COUNTY

Scale: 1 inch = 100 feet

Traced by H.K.E. May, 1955

GRID BEARINGS - NORTH ZONE

PART 2 OF 3 PARTS

NOVEMBER 3-4, 1955

COMMISSION M...

DRG. NO. 7B-33-2

LEGEND

FX	FARM CROSSING
A	ACCESS
PA	PRIVATE ACCESS
PAL	PRIVATE ACCESS LIMITED
CA	COMMERCIAL ACCESS
CAL	COMMERCIAL ACCESS LIMITED
RA	RESTRICTED ACCESS

RECEIVED
SEP 16 1955
FOR FILING

FORM E-30X 97½ 3-54 79730

F 1.2 Mo
4272

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15th, 1955

SUBJECT:

W. C. WILLIAMS

To: Mr. R. L. Porter
Right of Way Engineer

It does not appear that the right of way matters near the southwesterly limits of the town of Moro on the Moro-Grass Valley project were very brilliantly handled. The data submitted from the field more or less ignored the whole problem, and in order to get a determination it was resubmitted to the field.

Swift now recommends that the right of way on an 80-foot basis be formalized by acquisition and has submitted the necessary descriptions. I am having these checked and submitted to you but would like to suggest that when acquisition is attempted the right of way agent maintain close liaison with the division engineer to the end that costly and unnecessary strips involving yards or improvements be avoided.

Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams
Dean Swift

RECEIVED
SEP 13 1955
FOR FILING

F-152 (4)
1572

08-35

September 7, 1955

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your request of September 2, 1955 for Individual Project Program Change in Item 139, Project F-152(4), More-Grass Valley, Supplement 20, Federal-aid Primary Highway Program, was approved effective September 6, 1955.

The total cost will now show $490,000; Federal funds $294,000, State funds $196,000; Character of Proposed Work - Grade and Drain, high type pavement; 2-lane 5.9 miles, 4-lane 0.2 miles; and length 6.13 miles.

Very truly yours,

C. C. POLK
District Engineer

By

A. F. BESTER
Supervising Highway Design
Engineer

RECEIVED
SEP 7 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 16 1955
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

F 152 (4)
4-72

08-35

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 7, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-152(4), More-Grass Valley Section of the Sherman Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Please furnish copies of an encroachment resolution from the City of Moro covering the proposed construction within its city limits.

Very truly yours,

C. G. POLK
District Engineer

By
A. F. Bester
A. F. BESTER
Supervising Hwy. Design Engineer

RECEIVED
SEP 17 1955
STATE HIGHWAY COMMISSION

RECEIVED
AUG 2[illegible]1955
FOR FILING

FORM S-128 9054 REVISED 2-52

F 142 (4)
4672

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 26th, 1955

W. C. WILLIAMS.

Mr. John DeMoss
Shangra La Trailer Haven
5111 N. 7th Street
Phoenix, Arizona

Dear Mr. DeMoss:

Thank you for your letter of August 6th, 1955 re the location of the Sherman Highway, particularly in the vicinity of your property north of Moro. I am attaching a map on which is indicated in rough detail our present thinking. However, as no money has been allocated for construction in that area, we are not drawing our plans to a final forms at this time.

I appreciate your comments on the road situation in general and am always glad to hear from you.

Kindest personal regards,

Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams

W. C. Williams:

I have answered Mr. DeMoss's query but thought you might like to read his letter.

Forrest Cooper

RECEIVED
AUG 1955

DeMOSS SPRINGS RANCH

JOHN M. DeMOSS, OWNER

Res. DeMoss Springs · Moro, Oregon

Aug. 6 1955

Oregon State Highway Dept.
Salem Ore.

Att Mr R.H.Baldock
Mr Forrest Cooper

Dear Forrest;
We are still wondering which of the 3 surveys you intend to use for the new super 97 Highway through our place,?
The new Highways you and other States are building are great, so the best location is none to good, in the last 2 years we have been from Vancouver B.C. north to Key West, Florida south.

One thing we have noticed that the new roads miss most of the towns like the new road there, and in Washington by passing Centralia, soon as new road is done at Chelais what a fine highway between Portland and Seattle, and the same is being done here in Oregon.

10/I/54

I showed R.H(BOT) Martin/where an old survey was made west of Wasco cutting out the hill all togather, making a water grade and easy construction, to bad it cant miss the center of Moro, then to Grass-Valley it should go straight south from Cemetry and not thro the center of town, Big Signs on each side of town(WE LOVE OUR CHILDREN DRIVE SLOW) Now we all love our children but why should all the big Freighters have to come thundering down the main street?

The Grapevine has it when the survey was made on west side of Grass-valley options were taken for serv sta ect. then a couple of men put up such a howl we now understand it is supposed to go through the center of town, BUT CHECK UP the men who put up such a howl last year have sold out their buisnesses so you can see the howl is as always for personal GAIN,

Havent you noticed how nice it is to shop on a side street away from all the heavy travel, and the same would apply to all of the Towns in Sherman and wasco counties, and what a Jam with trucks in The Dalles and now we hear west of The Dalles Winks will be the new Road sight instead of going near RR and missing main part of town, We hope that never we will need through Highways for WAR, but what a blessing if the Towns were to one side. With signs "Sleep Off The Main HY"

More Power to you for better HIGHWAYS we kick about taxes but GEE we do enjoy good Highways.

Yours Truly
John M DeMoss

P.S We are now at Hermiston and Doing some Salmon fishi.

RECEIVED
MAY 24 1955
FOR FILING
F-12-1
4572

May 23, 1955

Oregon State Highway Commission

Gentlemen:

We have completed the survey for the relocation of the Sherman Highway between Moro and Kent. Over a considerable portion of this section of highway the existing alignment is adequate, and the departures from the present alignment are through intermittent sections where the existing alignment is substandard. You will note on the attached map the few points where the proposed routing will divert from the existing. We have in the 1957 federal program the sum of $600,000, which is proposed to be expended at intermittent locations between Moro and Grass Valley. In the five-year program we have an allotment of $500,000 of 1958 federal funds for improvement of substandard sections between Grass Valley and Kent.

I recommend your approval of the entire survey from Station 478+00 to Station 1440+00, even though the portion between Grass Valley and Kent cannot be contracted until sometime in 1958. Approval of the survey now will permit us to acquire the right of way in a more orderly manner.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. C. Smith
Mr. C. W. Enfield

WCW:mo lg

RECEIVED
AUG 18 1955.
FOR FILING

Const
R/W
Sherman Hwy

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 20, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

Dear Sir:

Herewith seven copies of a sketch map for securing Commission approval of the Moro-Kent Section of the Sherman Highway.

We have $400,000 set up for a project between Moro and Grass Valley on which bids are to be called in August. However, since the survey is complete over the entire route, it is thought best to secure approval of the entire location.

Very truly yours,

H. G. Smith
Construction Engineer

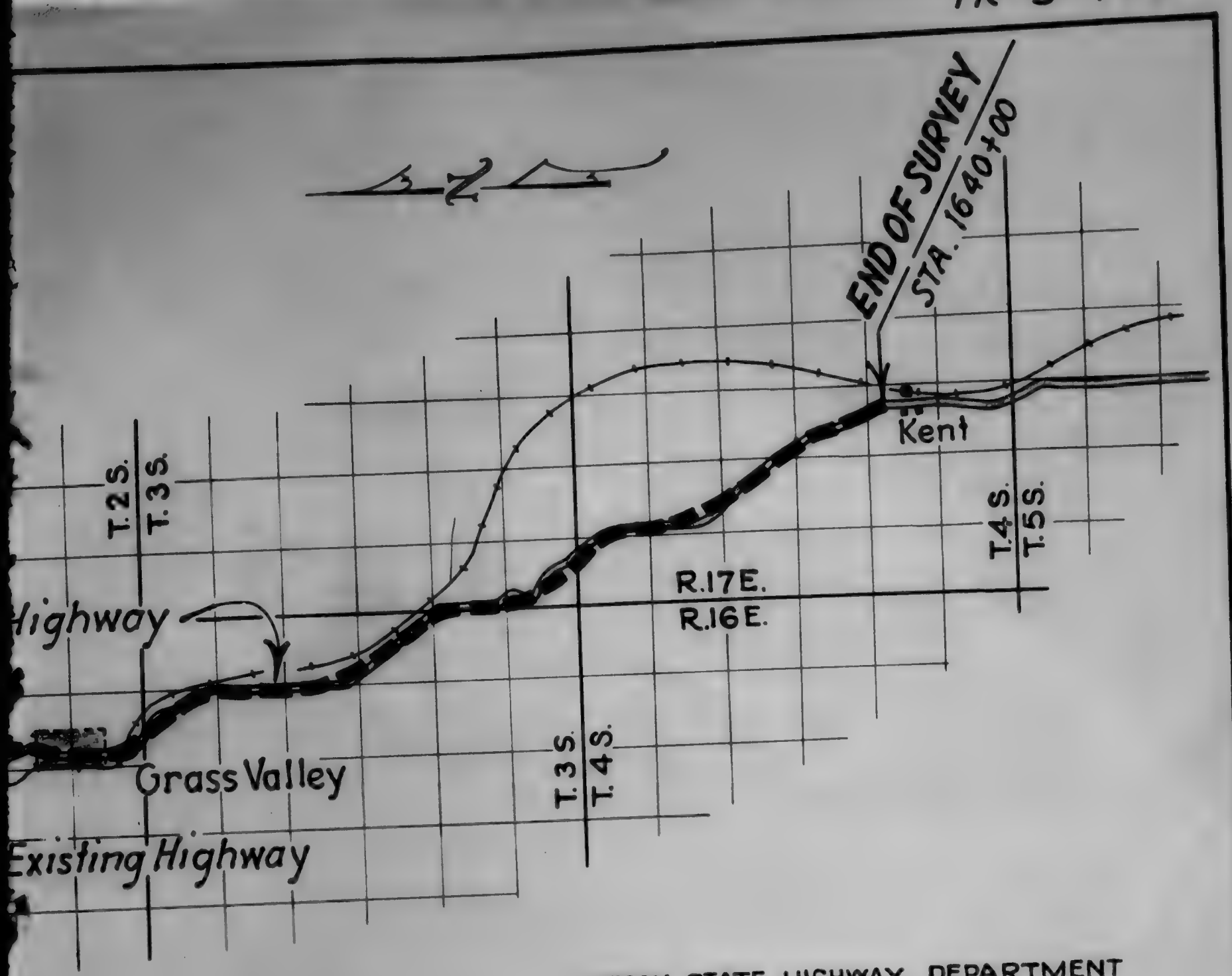
By Edwin A Pease
Edwin A. Pease
Construction Office Engineer

EAP:jv

Attach.

W. C. WILLIAMS

IR-5-722



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

MORO-KENT SECTION

SHERMAN HIGHWAY

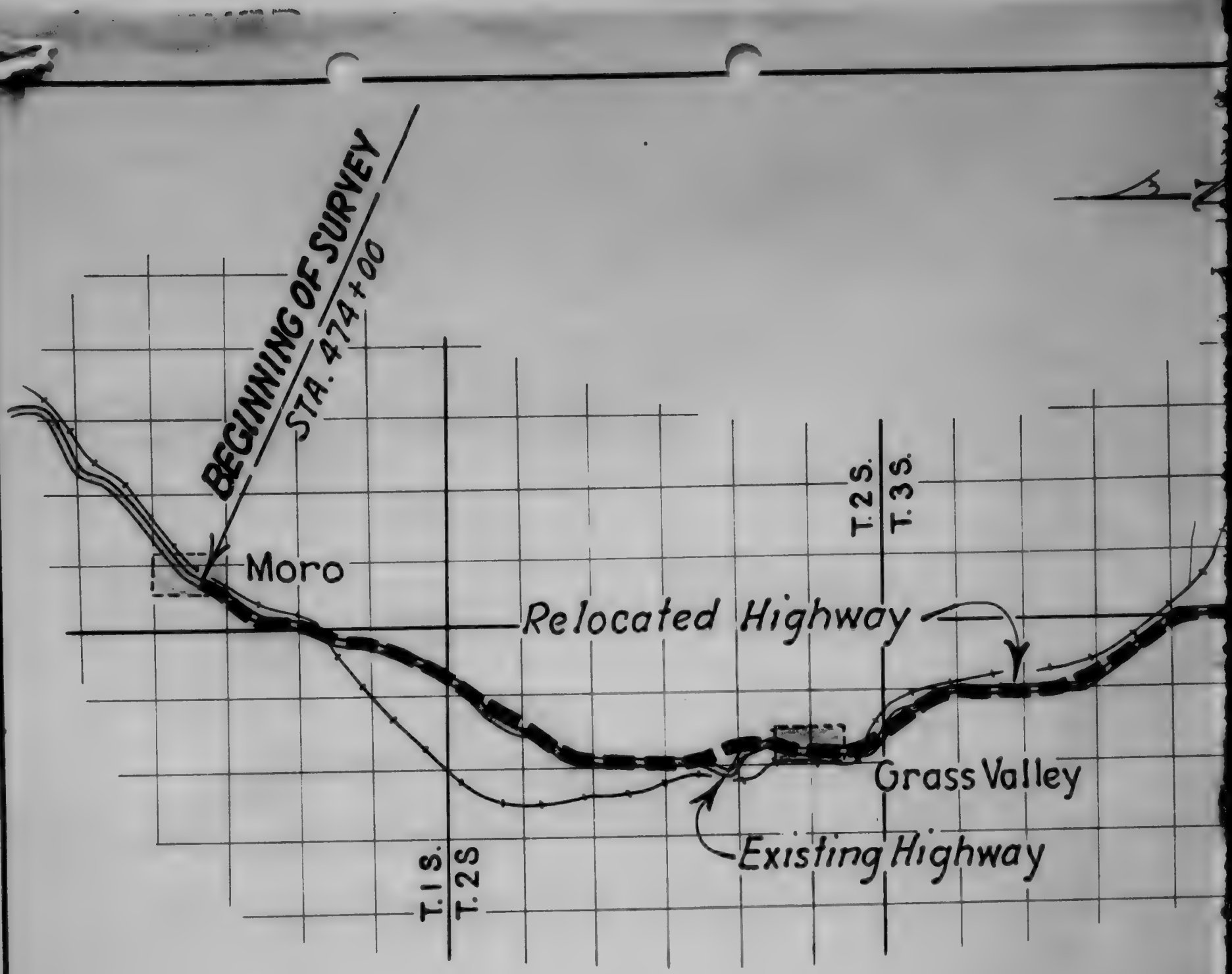
SHERMAN COUNTY

Scale: 1"-2 Miles May 1955

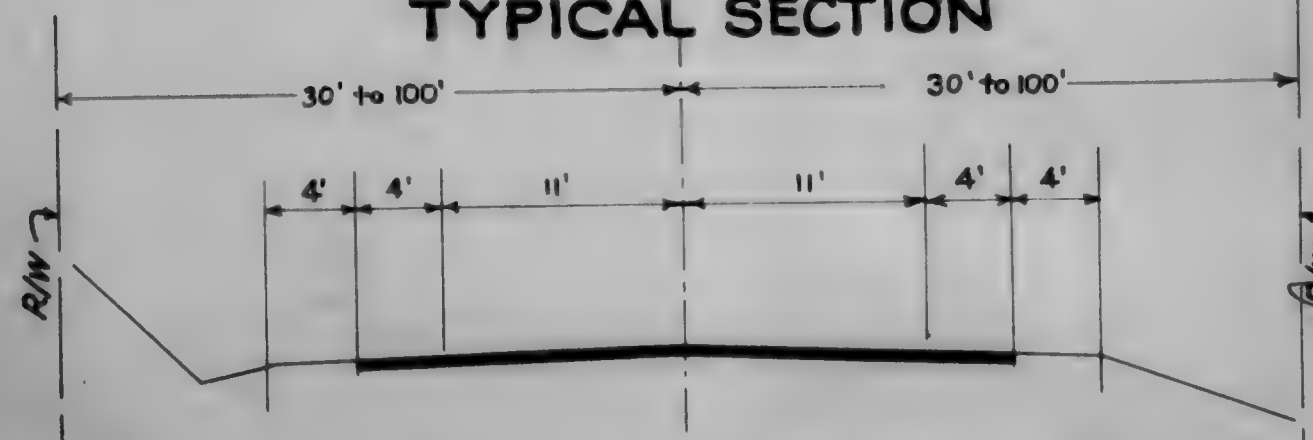
APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 5-20-55



TYPICAL SECTION



APPROVED

DEPUTY STATE HIGHWAY ENGIN

Date 5-20-55

Note: Climbing Lane provided where necessary

RECEIVED
MAY 24 1955
FOR FILING

F-152 (4)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1955

SUBJECT: Engineering and Economic Considerations Reconstruction of Sherman Highway (US97)

To: W. C. Williams
Deputy State Highway Engineer
O f f i c e

Attached hereto are two (2) copies of the Engineering and Economic Considerations involved in the reconstruction of the Sherman Highway (US97), from a point approximately four miles north of Grass Valley to Grass Valley.

This analysis has been worked up on the assumption that the Maryhill Ferry will continue in operation. If a bridge were to be constructed across the Columbia River replacing the Maryhill Ferry, it is anticipated that the vehicular traffic on this highway would increase. At such time, it would be necessary to reconsider this analysis on the basis of the increased traffic.

Also attached is a copy of a suggested draft to the State Highway Commission covering this report.

F. B. Crandall
Traffic Engineer

Attachments
GLS:mp
cc: H. G. Smith (Attachment)

RECEIVED
APR 6 1955
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
April 1955

ENGINEERING AND ECONOMIC CONSIDERATIONS INVOLVED IN THE RECONSTRUCTION OF THE SHERMAN HIGHWAY (US97) FROM A POINT APPROXIMATELY 4 MILES NORTH OF GRASS VALLEY TO GRASS VALLEY

The construction of the south unit of the Moro to Grass Valley Section of the Sherman Highway (US97).

The present average daily traffic on this section of highway is estimated at 800 vehicles per day. Projecting this traffic ahead, it is estimated that the average daily traffic for the next 30 years will be 1,400 vehicles per day.

This improvement calls for the expenditure of $444,041 for right of way and construction of 3.77 miles of alignment. The estimated annual cost of construction, maintenance, and operation of this improvement is $28,124.

This improvement has a distance savings of 0.17 mile over the present highway. The small distance savings and the relatively small improvement in the alignment of this construction renders slight benefits to the road user. The total user benefits for this improvement is $18,808.

The ratio of the user benefits to the total annual cost indicates that for every dollar spent on this project, the road user will receive $0.67 in benefits.

Length of new construction	3.77 miles	
Savings in travel distance	0.17 miles	
Reduction in curvature	183 degrees	
Reduction in rise and fall	92 feet	
Estimated cost of construction	$444,041	
Estimated annual cost of construction, maintenance, and operation	$ 28,124	
Estimated annual value of benefits to users	$ 18,808	
Dollars of annual benefits for each dollar of annual cost		$0.67

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
April 1955

PRESENT AND PROPOSED ROUTES, SHERMAN HIGHWAY
MORO - GRASS VALLEY SECTION

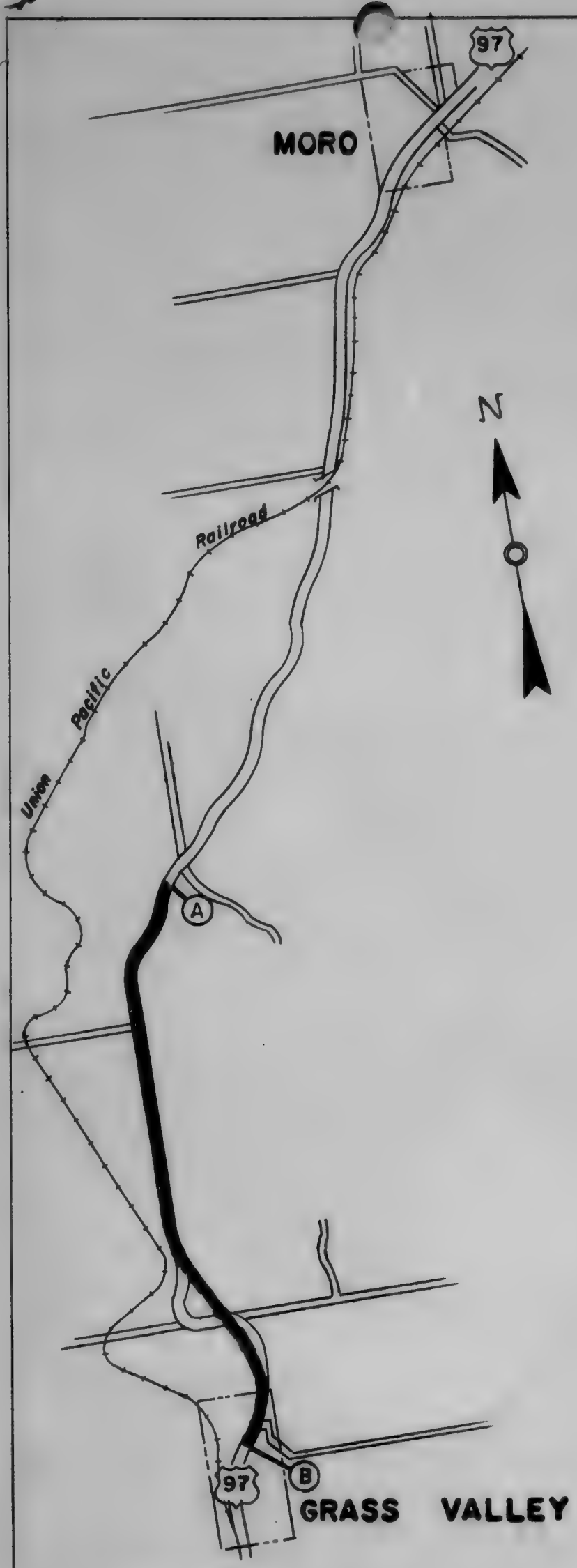
Section	Length of Construction Miles	Travel Distance Savings Miles	Construction Cost	R/W Cost	Total Cost	Annual Cost	Annual Benefits	Benefit Quotient
			Present Highway					
A-B	3.94							
			Proposed Highway					
A-B	3.77	0.17	$419,041	$25,000	$444,041	$28,124	$18,808	$0.67

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

SKETCH MAP
PROPOSED IMPROVEMENT

US 97 SHERMAN HIGHWAY
(South Unit) MORO — GRASS VALLEY

APRIL 1955



MORO – GRASS VALLEY SECTION SHERMAN HIGHWAY SHERMAN COUNTY				SHEET NO. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-152(4)		See Index

OREGON
Y DEPARTMENT

OSED PROJECT

ING
R

ALLEY SECTION

HIGHWAY

OUNTY

5

BIDDING PLANS

Map

4000 0 8000 Feet

REGISTERED PROFESSIONAL ENGINEER 157 NOV. 8 1919 R. H. BALDOCK

ASST. STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION

BEN R CHANDLER	Chairman
CHAS H REYNOLDS	Commissioner
M.K McIVER	Commissioner

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED:

DISTRICT ENGINEER DATE

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2, 2A	Summary, Typical Sections
3-15	Plan & Profile

Drg. Nos.

9796, 1363 } Box Culv.

2051 – Strutting Details

STATE OF OREG
STATE HIGHWAY DE

PLANS FOR PROPOSED

GRADING - PAVING

MORO-GRASS VALLEY

SHERMAN HIGHWA

SHERMAN COUNTY

SEPT., 1955

Ready Nov., 1955

CONVENTIONAL SIGNS

- State Line
- County Line
- City or Town Limits
- Township Line
- Section Line
- Donation Land Claim Line
- Fence Line
- Guard Rail
- Unfenced Property or Right of Way Line
- Existing Roads
- Trails
- Base or Survey Line
- Railroads
- Retaining Wall
- Culverts
- Drop Inlet
- Trolley Pole
- Power Pole
- Telephone or Telegraph Poles
- Marsh
- Irrigation Ditches
- Bridges
- Trees

Sketch Map

Scale 0 2000 4000 8000 Feet

MORO-GRASS VALLEY SEC. SHERMAN HIGHWAY SHERMAN COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-152(4)		See Index

Net Length of Project 6.131 Miles

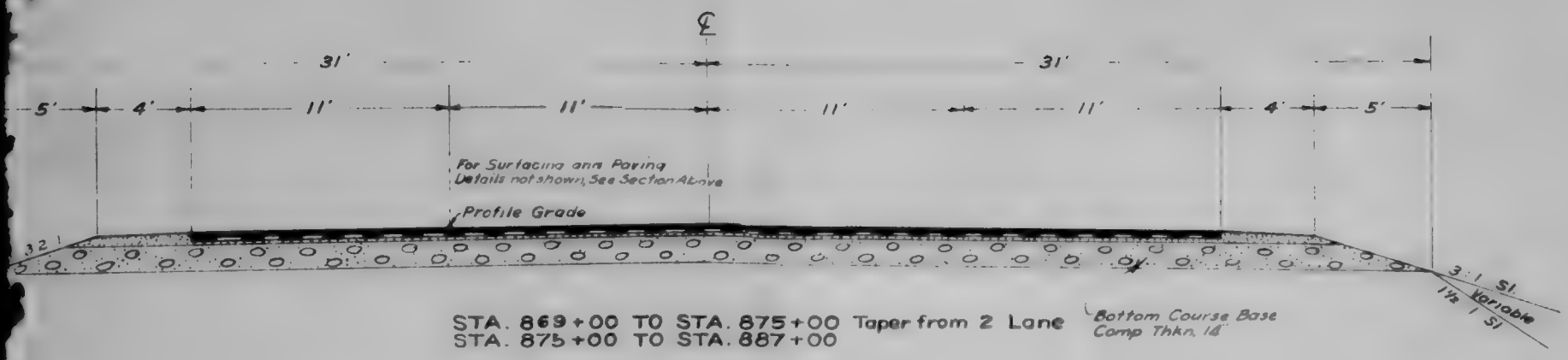
9	NET QUANT	ALLOW.	TOTAL	SEGREGATION OF QUANTITIES				
				2 LANE*	3 LANE**	4 LANE***		
	All		All	All	All	All	* 2 Lane	Sta. to Sta.
113	386	34	420	390	20	10		476+00 to 531+35
16,301	190,415	18,585	209,000	136,000	72,000	1,000		600+00 to 707+00
28,690	621,911	62,089	684,000	621,000	63,000			735+00 to 805+00
950	9,636	1,364	11,000	10,980	20			869+00 to 875+00
1.00	6.13		6.13	4.86	1.04	0.23		911+00 to 933+00
1,200	10,080	930	11,000	7,600	3400			
128	770	30	800	720	40	40	** 3 Lane	707+00 to 735+00
128	1,139	61	1,200	1,050	150			887+00 to 911+00
154	304	16	320	240	80			
68	176	14	190	190			*** 4 Lane	875+00 to 887+00
	82	8	90	90				
112	112	8	120	120			No Work	531+35 to 600+00
	44	4	48	48				
	7,110	690	7800	7800				
	66,732	6,668	73,400	51,900	15,000	6,500	No Work	805+00 to 869+00
	12,526	1,274	13,800	10,300	2,600	900		
	1,981	219	2,200	1,500	500	200		
	5.33		533	406	1.04	0.23		
	772	78	850	550	200	100		
	123	17	140	90	35	15		
	17,895	905	18,800	11,800	5,000	2,000		
	39	5	44	29	10	5		
	26	4	30	26	2	2		
	74	6	80	52	20	8		
	354	36	390	260	90	40		

SUMMARY

ITEM	UNIT	MILE								QU
		1	2	3	4	5	6	7&8	9	
Clearing and Grubbing	All									
Drainage Excavation, Unclassified	Cu. Yd	39	5		53	48	45	83	113	
General Excavation, Unclassified	" "	28,142	17,156	1300	44,620	36,475	27,852	18,569	16,301	1
Short Overhaul	Yd Sta	100,192			204,958	17,606	229,349	21,116	48,690	62
Long Overhaul *	C-Yd Sta	265			4,555	180	3,664	22	350	5
Finishing Roadbed and Slopes	Mile	0.65	0.40	0.30	1.00	1.00	0.87	0.78	1.00	
Rounding Cutbanks	Lin Ft	1,800	1,050		1,500	2,100	2,400		1,200	1
18-inch Corrugated Metal Pipe	" "		32		122		32	456	128	
24-inch " " "	" "	128	52		134	286	270	141	128	
36-inch " " "	" "							150	154	
48-inch " " "	" "	108							68	
66-inch " " " , 10 Ga	" "				82					
Salvaging Culvert Pipe	" "								112	
Class "A" Concrete	Cu. Yd				44					
Metal Reinforcement	Lb				7,110					
Coarse Crushed Material in Base	Cu Yd									G
¾"-0 Material in Base	" "									12
Sprinkling	M-Gal									1
Preparation of Base	Mile									
¾"-0 Material in Binder Course	Cu Yd									
RC-3 Asphalt in Binder Course	Ton									
Class "B" Asphaltic Concrete	"									17
RS-1 Asphalt in Tack Coat	"									
Extra for Asphaltic Concrete Approaches	One									
RS-2 Asphalt in Pavement Seal	Ton									
Aggregate in Pavement Seal	Cu Yd									

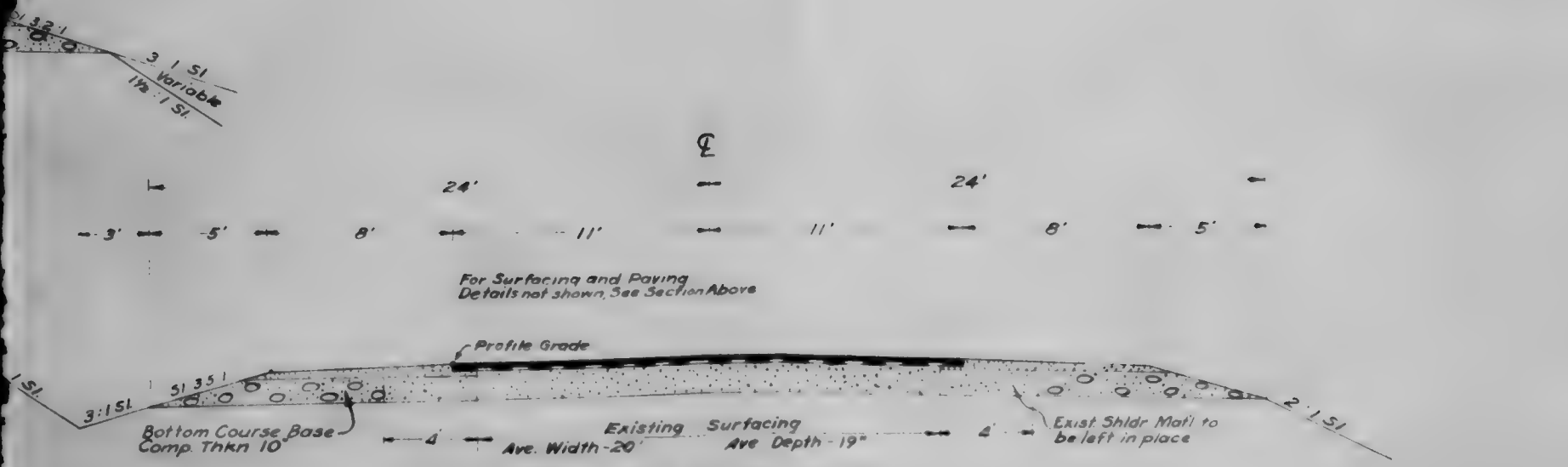
SECTIONS

MORO-GRASS VALLEY SEC. SHERMAN HIGHWAY SHERMAN COUNTY				SHEET No. 2A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-152(4)		See Index



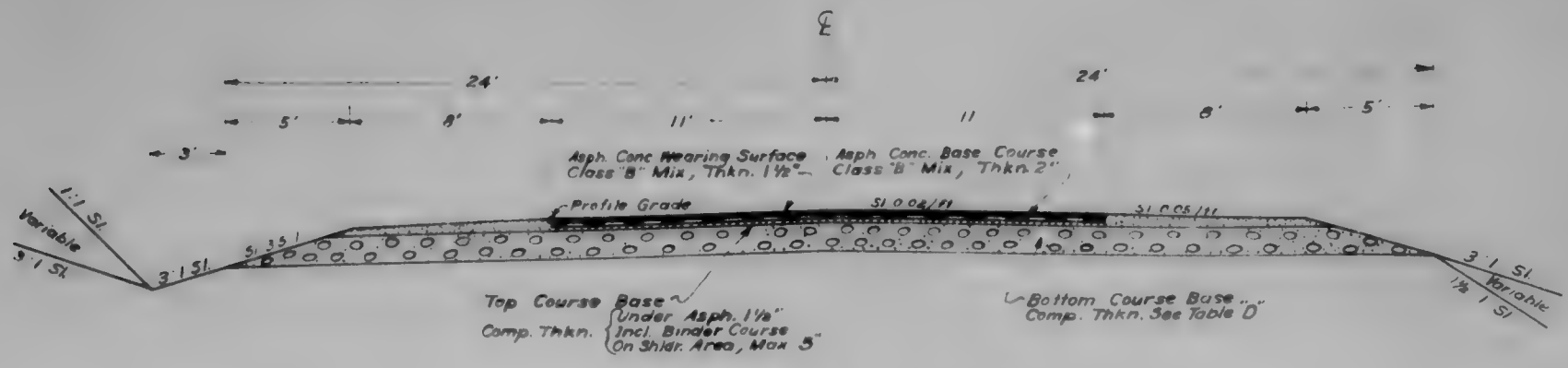
STA. 869+00 TO STA. 875+00 Taper from 2 Lane
STA. 875+00 TO STA. 887+00

Bottom Course Base Comp Thkn. 18"

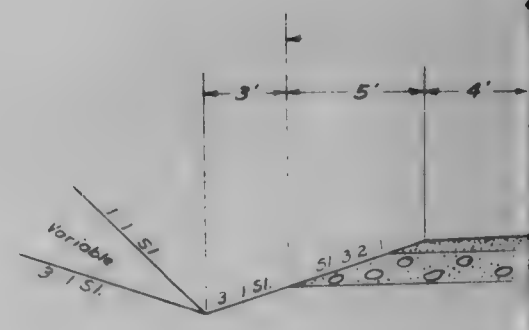


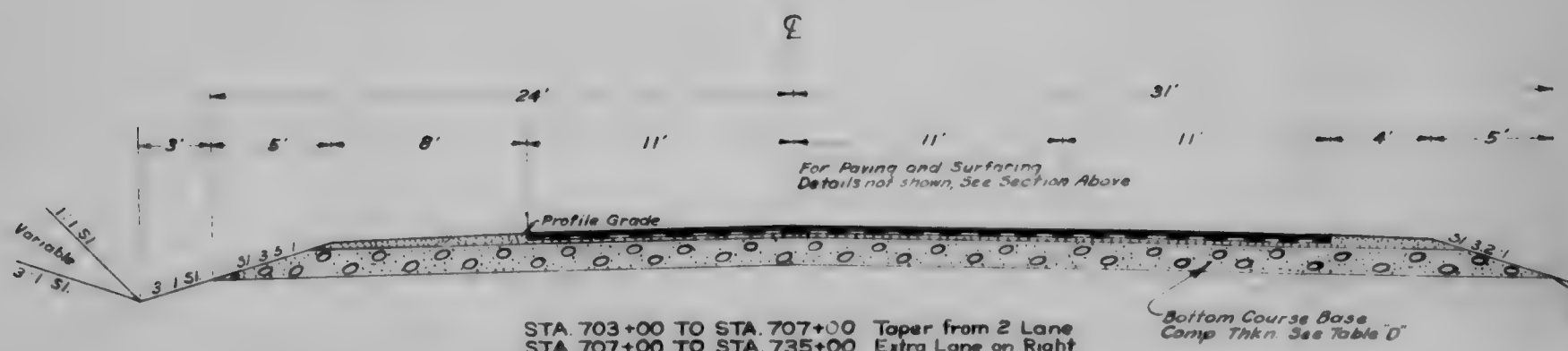
STA. 600+16 TO STA. 615+00
STA. 666+00 TO STA. 677+00
STA. 686+50 TO STA. 703+00

TYPICAL SECTIO



STA. 476+00 TO STA 531+35
STA. 615+00 TO STA 666+00
STA 677+00 TO STA. 686+50
STA 739+00 TO STA. 805+00
STA. 914+00 TO STA. 933+00





STA. 703+00 TO STA. 707+00 Taper from 2 Lane
STA. 707+00 TO STA. 735+00 Extra Lane on Right
STA. 735+00 TO STA. 739+00 Taper to 2 Lane
STA. 887+00 TO STA. 891+00 Taper from 4 Lane
STA 891+00 TO STA. 911+00 Extra Lane on Left.
STA. 911+00 TO STA. 914+00 Taper to 2 Lane

Table "D"

Sta to Sta		Bottom Course Base
476+00	497+00	14"
497+00	503+50	10"
503+50	531+35	14"
615+00	666+00	10"
677+00	686+50	10"
703+00	738+00	10"
738+00	805+00	14"
887+00	933+00	14"

MORO-GRASS VALLEY SEC.
SHERMAN HIGHWAY
SHERMAN COUNTY

SHEET No. 3

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-152(4)		See Index

T. 1 S., R. 17 E., W. M.

O. W. R. & N. Co.

R/W Line

R/W Line

475

479+69.69 P.C.

4° C L
Δ 19°36'30"
T 247.55'

484+59.95 P.T.

Coris

474+03.94 P.C.

2° C R
Δ 4°31'15"
T 113.08'

S 58° 07' 41" W

480

485

SHERMAN

Existing

S. 87

50'

50'

60'

476+29.99 P.T.

91.395 M.S.3

NOTE: This is a Limited Access Project. Road Approaches and Farm Crossings Shown on the Plans are Subject to Change For Conformity to Right of Way Agreements. Additional Road Approaches and Farm Crossings Are to be Constructed Only as Called for by Right of Way Aggreements.

+20 Inst. 24" Pipe-72'

BEGINNING OF PROJECT
STATION 476+00

0+10 1865.00

+20 Inst. 24" Pipe-72'
Dr. Exc. 4 C.Y.

1800

Exc. 2488

S.O.H. STRD. W. Sta.

Emb. 7686

Emb. 2099

Exc. 3873

Emb. 2645

+5.59

475

480

485

MORO-GRASS VALLEY SEC. SHERMAN HIGHWAY SHERMAN COUNTY				SHEET No 4
FED. AID PROJ. NO	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-152(4)		See Index

O.W.R.&N. Co.

525+74.38 P.C.S.

529+74.38 P.T.

400' S.P.
S 4°00'
a 05

Existing Sherman Highway

2° C L
Δ 27°09'35"
Tg 892.53'

+80
Const. Rd. Conn.

530

R/W Line

S. 10° 01' 28" W.

50

R/W Line

525

520

+75
Const. Approach
12" C.M.P. (in pl.) Remove
Inst. 18" Pipe -32'

+15
Const. Rd. Conn.

+25 Inst. 24" Pipe -52'

+80
Const. Rd. Conn. Lt.

+15
Const. Rd. Conn. Rt.

+75
Const. Approach Rt.
12" C.M.P. (in pl.) Remove
Inst. 18" Pipe -32'
Dr. Exc. 5 C.Y.

+25 Inst. 24" Pipe -52'
Dr. Exc. 30 C.Y.

No Work
Sta 531+35 to 600+00

+20 1902.16

1300' V.C.

-2.0

1900

1890

1880

1870

Exc. 74
Emb. 82

Exc. 145
Emb. 134

Exc. 6717

02 Yd. Sta.

520

525

530

532

T. 1 S., R. 17 E., W.M.

R/W Line

505

50'

60'

175'

S. 37° 11' 03" W.

+10 Inst 48" Pipe - 108'

519

512+16.39 P.S.

516+16.39 P.S.C.

515

520

60'

50'

80'

SEC. 18
SEC. 19

+10 Install 48" Pipe - 108'
Dr. Exc. 5' C.Y.

+1.09

Finish Grade 11' Lt. or Rt

1300' V.C.

Exc. 5642

Emb. 4962

Exc. 74
Emb. 62

Exc. 2957

S.O.H. 15,900 Yd. Sta.

S.O.H. 8940 Yd. Sta.

Emb. 4815

Emb. 3462

L.O.H. 265 C-Yd. Sta.

S.O.H. 40,302 Yd. Sta.

Emb. 4498

Emb. 3566

504

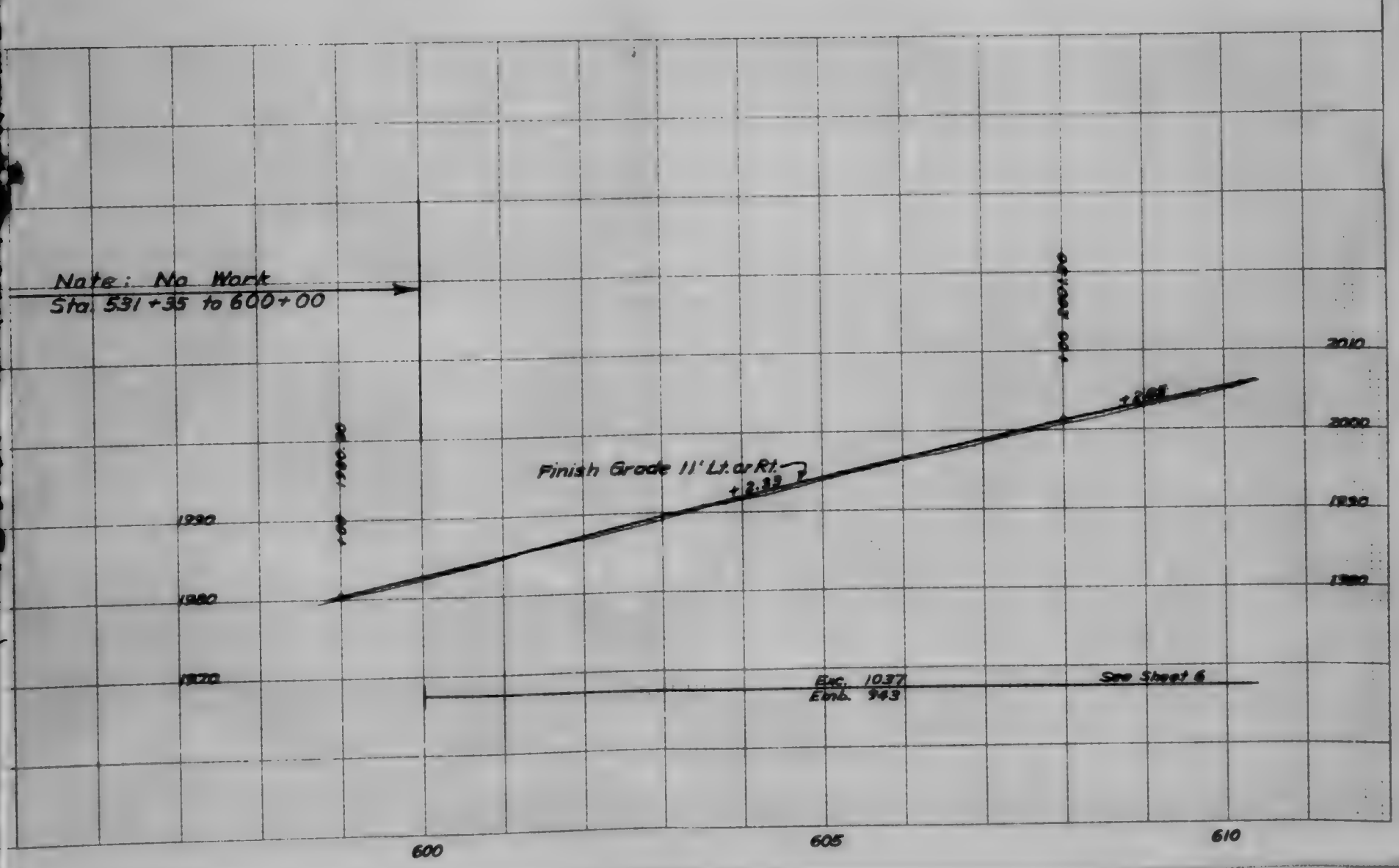
505

510

515

SEC. 5, T. 1 S., R. 16 E., W. M.

MORO-GRASS VALLEY SEC. SHERMAN HIGHWAY SHERMAN COUNTY				SHEET No 5
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
8	OREGON			



6 E., W.M.

MORO-GRASS VALLEY SEC. SHERMAN HIGHWAY SHERMAN COUNTY	SHEET No. 6
NUMBER	FISCAL YEAR
OREGON F-152(4)	TOTAL SHEETS

Alignment & R/W Revised October, 1955

+75
Const. Farm Crossing
Inst. 66" Pipe -82'

Const. Channel Change

635

630

637+42.73 P.S.

Δ 200' SP
0° 30'
0.28

639+42.73 P.S.C.

0° 30' C.L.
1° 35' 14"
R = 358.72'

640+60.17 P.C.S.

S. 29° 38' 20" W

640

+75
Const Farm Crossing
Inst. 18" Pipe -90'

Existing Sherman Highway

R/W Line

70'

50'

R/W Line

+60 Inst. 24" Pipe -70'

+75
Const. Farm Crossing Lt.
Inst. 66" 10 Ga. Pipe -82'
Dr. Exc. 50 C.Y.

+75
Const. Farm Crossing Rt.
Inst. 18" Pipe -90'
Dr. Exc. 8 C.Y.

+60 Inst. 24" Pipe -70'
Dr. Exc. 7 C.Y.

Const. Channel Change Lt. 8' Bottom 1:1 Slopes
Exc. Incl. in Distr. Shown

2080
2070
2060
2050
2040

+0.: 2088.60

+2.75

600' V.C.

Grade 11' Lt. or Rt.

L.O.H. 4555 C-Yd. Sta. S.O.H. 194,958 Yd Sta. From Sta. 656+00

Emb. 38,466

Exc. 3685
Emb 4005

625 630 635 640

T. 1 S., R. 16 E., W.M.

3 3 3 4

610 50' R/W Line 2

S. 12° 57' 27" W.

615 .32

R/W Line 1

620

+30
Const Approach
12" C.M.P. (in pl.) Abandon
Inst. 18" Pipe - 32'

625

300' Sp.
S 4°36'
Q 1.0

616+44.23 P.S.

+65 12" C.M.P. (in pl.) Abandon
+75 Inst. 24" Pipe - 64'

619+44.23 P.S.C.

SEC. 25
SEC. 36

622+00.28 P.C.S.

300' Sp.
S 4°36'
Q 1.0

625+00.23 P.T.

+60 Inst. 24" Pipe - 70'

Delta ° C.R
15°40'17"
413.07'

+30
Const. Approach Rt.
Inst. 18" Pipe - 32'
Dr. Exc. 5 C.Y.
12" C.M.P. (in pl.) Abandon

+65 12" C.M.P. (in pl.) Abandon
+75 Inst. 24" Pipe - 64'
Dr. Exc. 8 C.Y.

+60 Inst. 24" Pipe - 70'
Dr. Exc. 7 C.Y.

600' V.C.

2040
2030
2020
2010

See Sheet 5

+2.85

Exc. 267
Emb. 286

Finish Grade 11' Lt.

610 615 620 625

MORO-GRASS VALLEY SEC.
SHERMAN HIGHWAY
SHERMAN COUNTY

STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO	TOTAL SHEETS
OREGON	F-052 (2)		7	See Index

8

Alignment & R/W Line Revised October, 1955

N 53° 06' W

660

665

670

+210

8'-3" Conc Box Culv (on pl.)

R/W Line E

R/W Line S

50'

50'

70'

50'

Const Channel Change

+00 Const 7'x4' R.C.B.C. - 66'
30° Skew

666+22.57 P.O.T. Bk. =
666+71.78 P.O.T. Ahead

EQUATION

8'-3" Conc Box Culv. (on pl.)

50.82'

+22.57 Bk.

+71.78 Ah.

+00 Const 7'x4' R.C.B.C. - 66'
Class 'A' Conc. 44 C.Y.
Metal Reinf. 7410 lbs.
Dr. Exc. 20 C.Y.
Gen. Exc. 60 C.Y.
Drg. Nos. 9795 & 11363

Const Channel Change 4' Bottom 1:1 Slopes
Exc. Incl in Distr. Shown

+275

Exc. 2896

To Sta 681+65

Exc. 1429
Emb 1583

Exc. 32,493

See Sheet 8

2150
2140
2130
2120
2110

Rt.

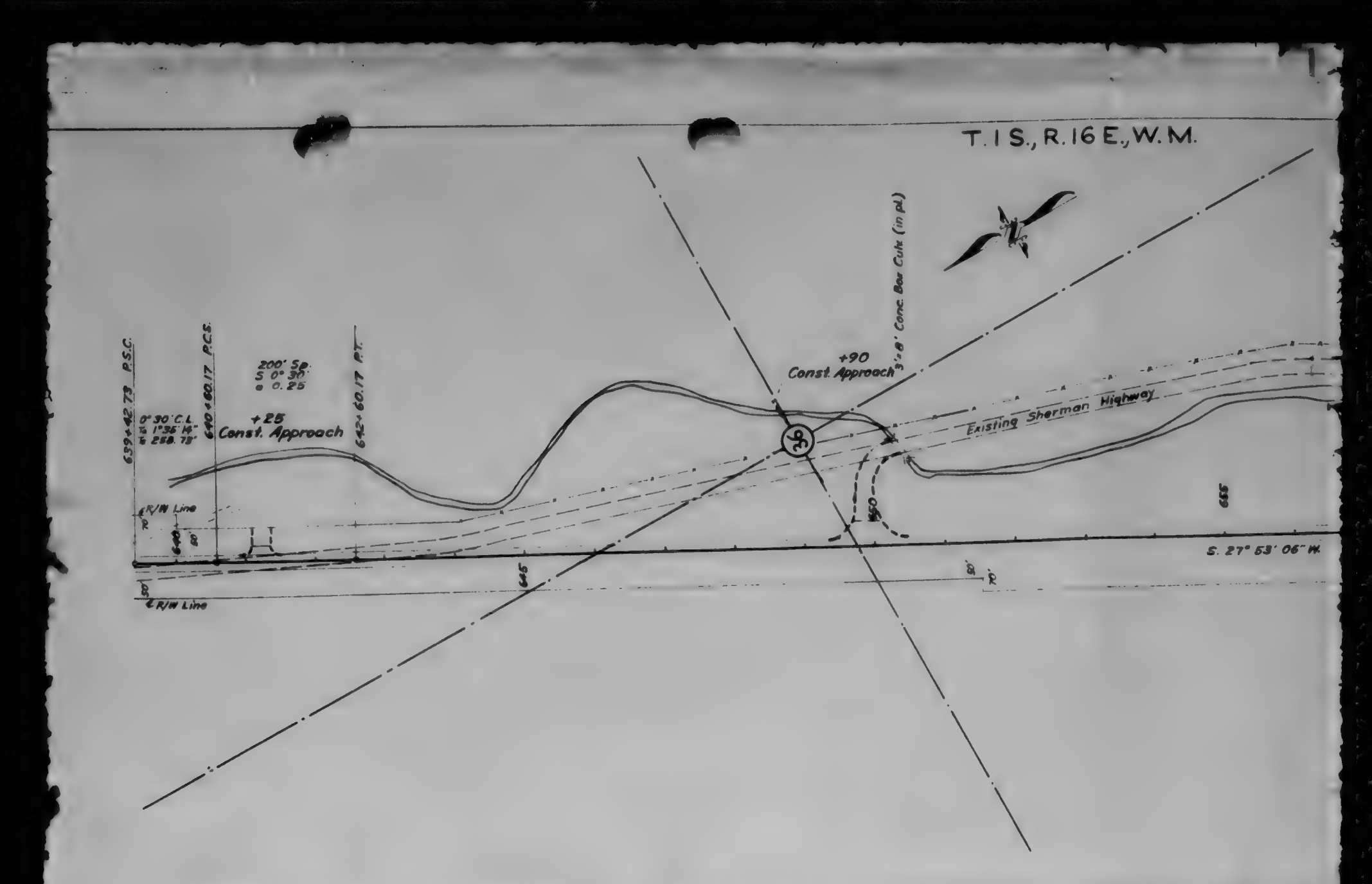
655

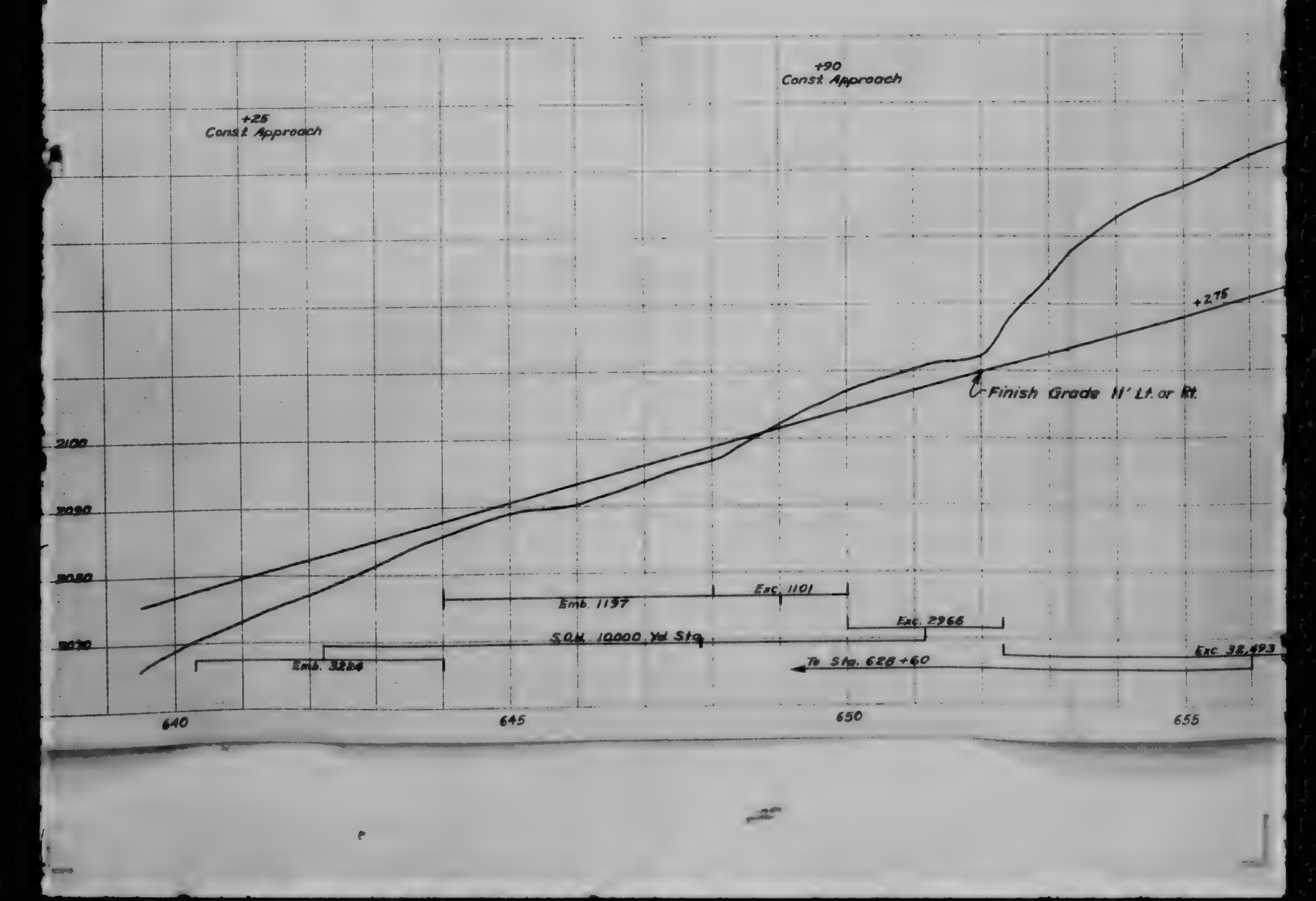
660

665

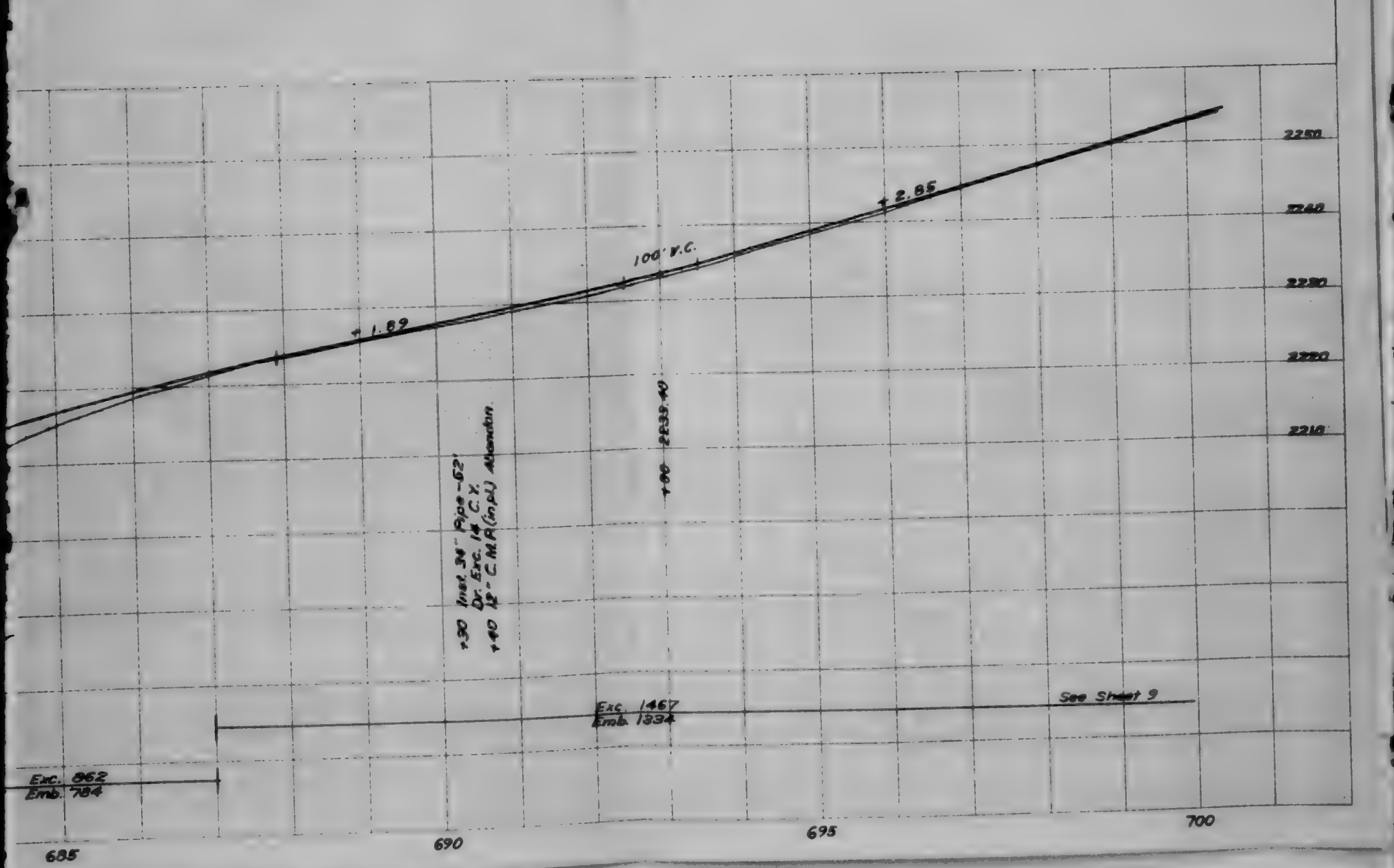
670

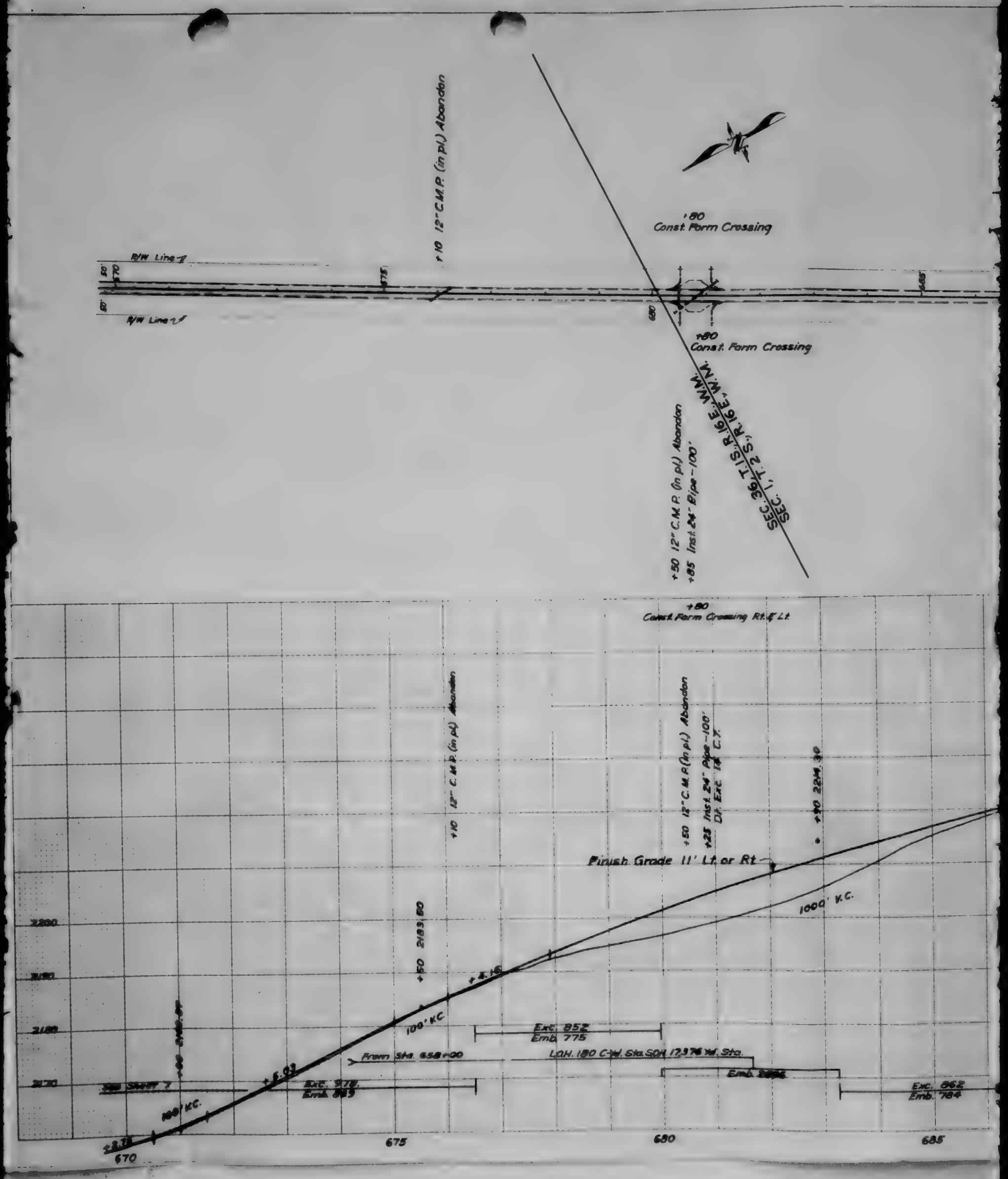
T. 1 S., R. 16 E., W. M.


639+42.73 P.S.C.
640+60.17 P.C.S.
642+60.17 P.T.
0° 30' C.L.
Δ 1°35' 14"
R 258.75'
200' Sp.
S 0° 30'
e 0.25
+25
Const. Approach
+90
Const. Approach
3'-6" Conc. Bar Curb (in pl.)
Existing Sherman Highway
26
℄ R/W Line
80'
640
645
650
655
S. 27° 53' 06" W.
℄ R/W Line


+25
Const Approach
+90
Const. Approach
+275
Finish Grade 11' Lt. or Rt.
2100
2090
2080
2070
Emb. 1137
Exc. 1101
Exc. 2966
S.O.M. 10000 Yd Sta.
Emb. 3224
To Sta. 628+60
Exc. 32,493
640
645
650
655

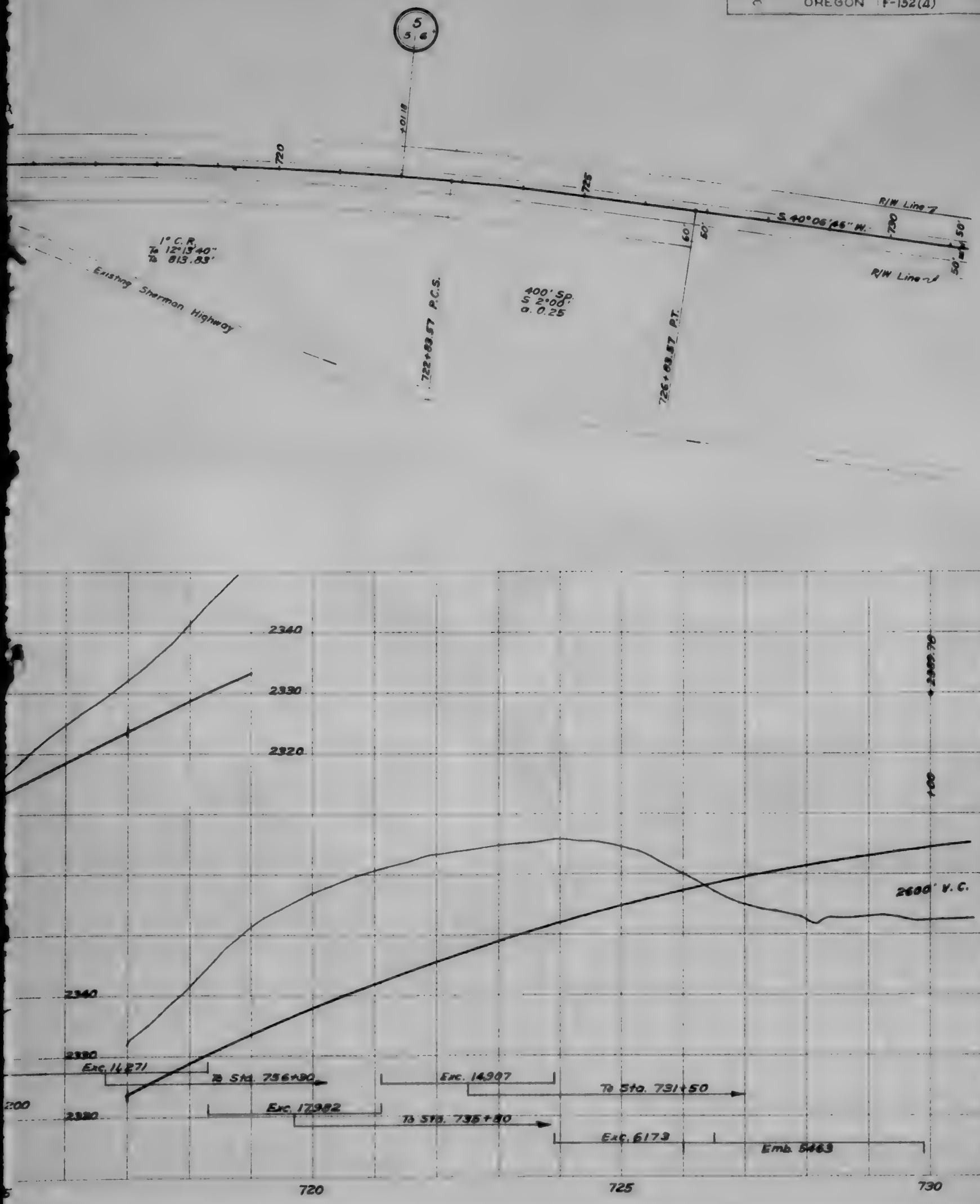
MORO-GRASS VALLEY SEC. SHERMAN HIGHWAY SHERMAN COUNTY				SHEET No. 8
FED ROAD Div No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
8	OREGON	F-152(4)		




+10 12" C.M.P. (in pl.) Abandon
+80
Const. Farm Crossing
R/W Line
50'
50'
R/W Line
670
675
680
685
+80
Const. Farm Crossing
+50 12" C.M.P. (in pl.) Abandon
+85 Inst. 24" Pipe - 100'
SEC. 36, T. 1 S., R. 16 E., W.M.
SEC. 1, T. 2 S., R. 16 E., W.M.
+80
Const. Farm Crossing Rt. & Lt.
+10 12" C.M.P. (in pl.) Abandon
+50 12" C.M.P. (in pl.) Abandon
+25 Inst. 24" Pipe - 100'
Dr. Exc. 14' C.Y.
+90 224.30
Finish Grade 11' Lt. or Rt.
1000' V.C.
2200
2180
2170
+50 2183.80
+4.16
100' V.C.
+5.03
100' V.C.
+2.71
Exc. 852
Emb. 775
From Sta. 658+00
L.O.H. 180 C.Y. W. Sta. 504 17.3 76 W. Sta.
Exc. 878
Emb. 869
Exc. 862
Emb. 784

16 E., W. M

MORO-GRASS VALLEY SEC. SHERMAN HIGHWAY SHERMAN COUNTY				SHEET NO 9
FED. AID PROJ. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
8	OREGON	F-152(4)		



T. 2 S., R. 16 E., W.

SEC. 1

SEC. 2

R/W Line "P"

R/W Line "J"

700

705

710

715

S. 27° 59' 06" W.

+05 12" C.M.P. (in pl.) Remove
Inst. 24" Pipe – 70'

+50 12" C.M.P. (in pl.) Abandon
710+60.79 P.S.

400' Sp
S 2.00'
D 0.25

+30 Inst. 24" Pipe – 64'

714+60.79 P.S.C.

+05 12" C.M.P. (in pl.) Remove
Inst. 24" Pipe – 70'
Dr. Exc. 16 C.Y.

+50 12" C.M.P. (in pl.) Abandon

+30 Inst. 24" Pipe – 64'
Dr. Exc. 4 C.Y.

Finish Grade 11' Lt. or Rt.

+5.08

400' V.C.

+8.25

Exc. 2266
Emb. 2006

Exc. 197
Emb. 174

Exc. 200

Exc. 400
Emb. 364

Emb. 177

S.O.H. 230 Yd. Sta.

2310

2300

2290

2280

2270

2260

700

705

710

715

T. 2 S., R. 16 E., W.M.

MORO-GRASS VALLEY SEC. SHERMAN HIGHWAY SHERMAN COUNTY				SHEET NO 10
FED. AID NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
	OREGON	F-152(4)		See Index

+50
Const. Rd. Conn.

+80 Inst. 24" Pipe - 54'

Road

750

785

90'

50'

60'

R/W Line

90'

75'

780

75'

60'

R/W Line

+50
Const. Rd. Conn
Inst. 18" Pipe - 32'

+75 Inst. 24" Pipe - 98'

Existing Sherman Highway

+50
Const. Rd. Conn. Lt.

+50
Const. Rd. Conn. Rt.
Inst. 18" Pipe - 32"
Exc. 2 C. Y.

Rt.

+80 Inst. 24" Pipe - 54'
Dr. Exc. 15 C. Y.

-2.72

+75 Inst. 24" Pipe - 98'
Dr. Exc. 24 C. Y.

+30 2316.18

400' V.C.

-1.11

2330
2320
2310
2300
2290

Exc. 391
Emb. 788

L.O.H. 3098 C-Yd. Sta. S.O.H. 67,525 Yd. Sta.

Exc. 491

S.O.H. 1473 Yd. Sta.

Emb. 435

Emb. 2858

Exc. 3229
See Sheet 11

L.O.H. 1 C-Yd. Sta. S.O.H. 258 Yd. Sta.

S.O.H. 2000 Yd. Sta. From Sta. 754+60

Exc. 299
Emb. 265

Emb. 127

Emb. 1053

745 750 755 760

T. 2 S., R

SEC. 2
SEC. 11

+25 Inst. 24" Pipe - 118'

+50
Const. Rd. Conn

R/W Line

50
730

735
+00

740
+00

S 40° 06' 46" W

745

50

R/W Line

Road

County

+50
Const. Rd. Conn
Inst. 18" Pipe -

+50
Const. Rd. Conn.
+50
Const. Rd. Conn.
Inst. 18" Pipe - 3
Dr. Exc. 2 C. Y.

2370
2360
2350
2340

Finish Grade 11' Lt. or Rt.

+25 Inst. 24" Pipe - 118'
Dr. Exc. 3 C. Y.

From Sta. 716+65
Exc. 491

From Sta. 712+70 LOH. 665 C.Y. Sta. SOH. 107,892 Y.d. Sta.
Emb. 15,913

SOH 43,500 Y.d. Sta.
From Sta. 722+80
Emb. 18,192

Exc. 509
Emb. 461

Exc. 148

Exc. 20
Emb. 18

Exc. 299
Emb. 265

730
735
740
745

T. 2 S., R.

SEC 2
SEC 11

+25 Inst. 24" Pipe - 118'

+50
Const. Rd. Conn.

R/W Line

50

730

735

740

745

S. 40° 06' 46" W.

Road

County

+50
Const. Rd. Conn.
Inst. 18" Pipe -

+50
Const. Rd. Conn.

+50
Const. Rd. Conn.
Inst. 18" Pipe - 32
Dr. Exc. 2 C. Y.

2370
2360
2350
2340

Finish Grade 11' Lt. or Rt.

+25 Inst. 24" Pipe - 118'
Dr. Exc. 3 C. Y.

From Sta. 716+65
Exc. 491

From Sta. 712+70 LOH. 865 C.Y. Sta. SOH. 107,892 Yd. Sta.
Emb. 15,913

SOH 43,500 Yd. Sta.
From Sta. 722+80
Emb. 18,192

Exc. 509
Emb. 461

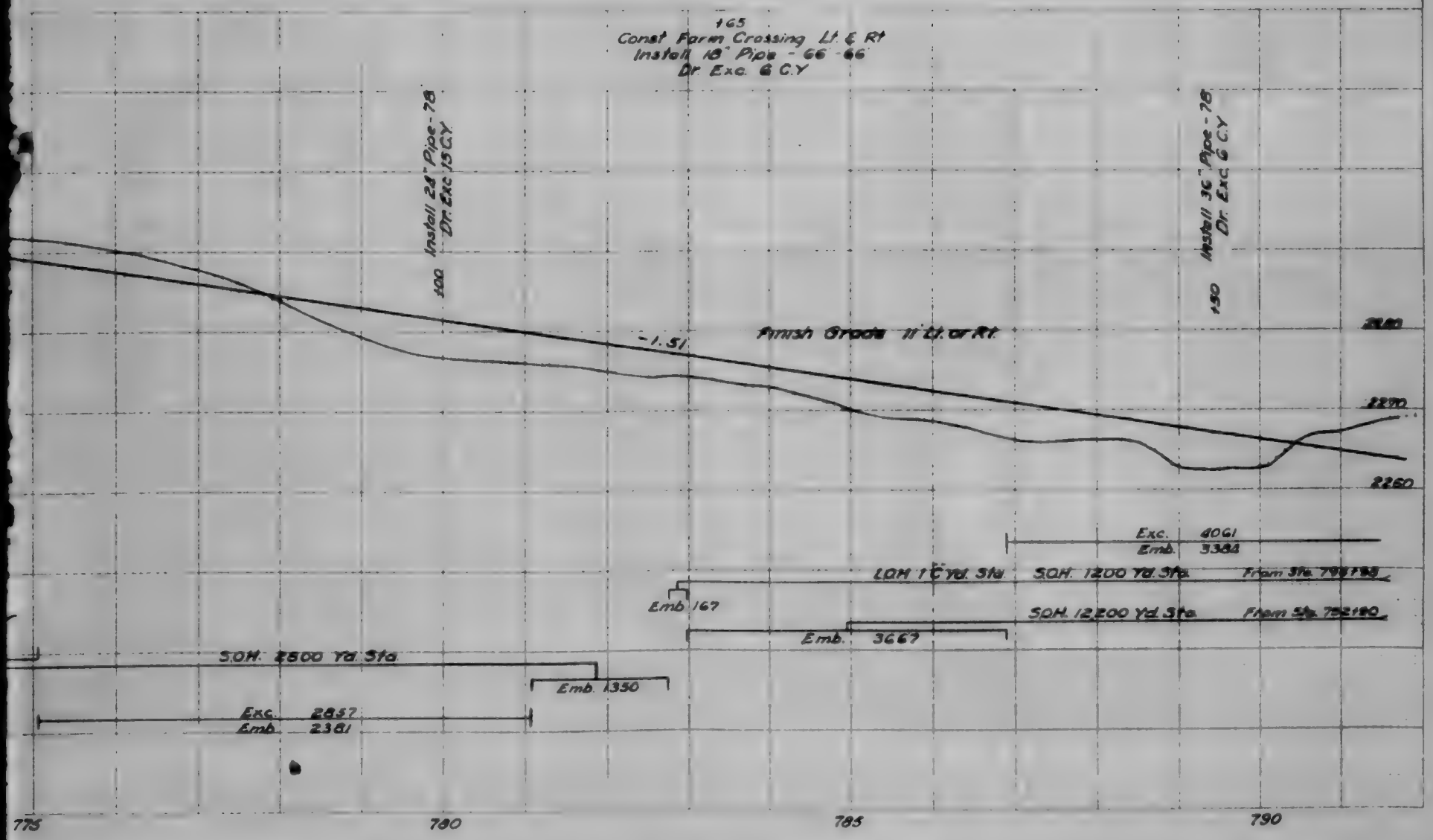
Exc. 148

Exc. 20
Emb. 18

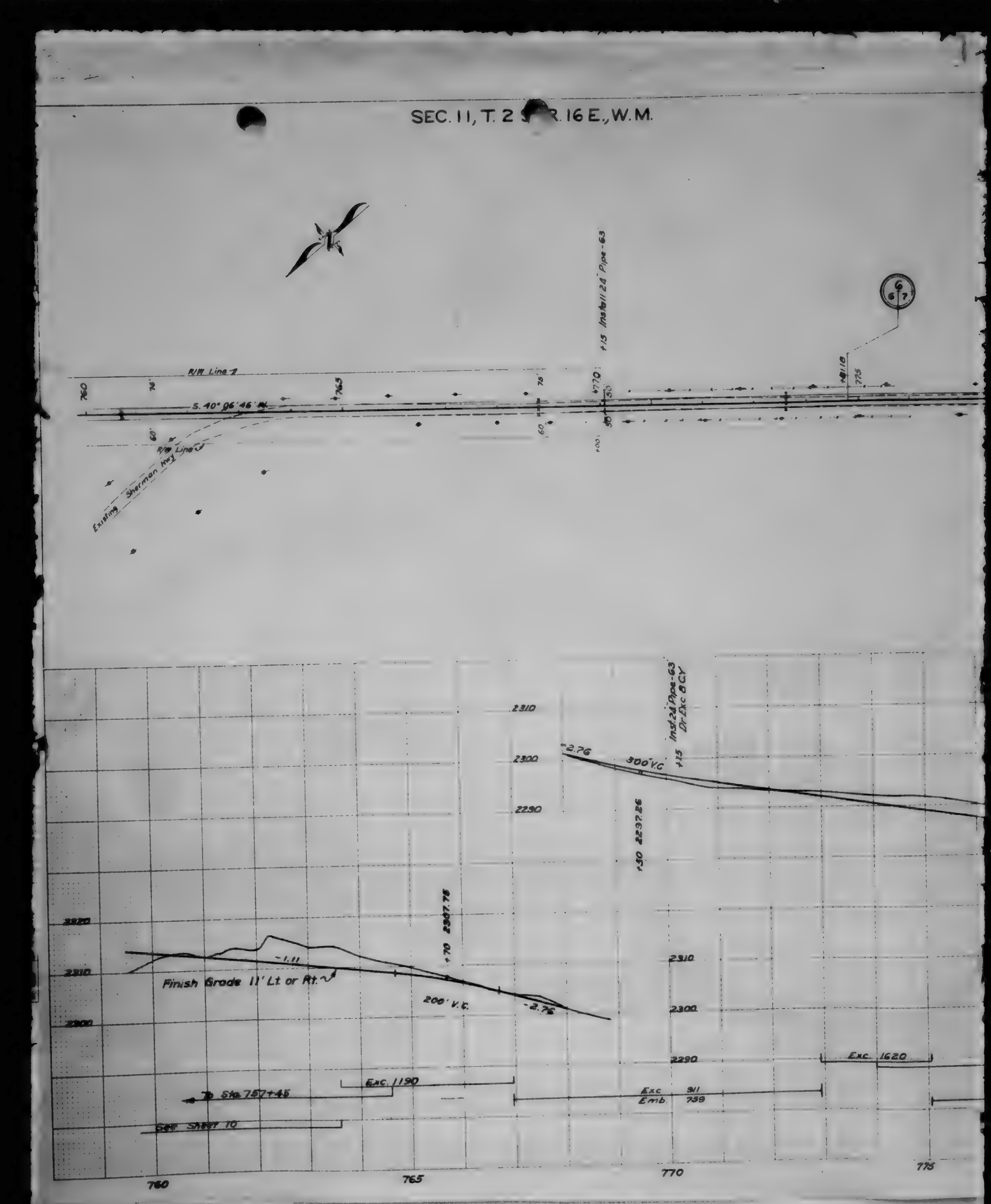
Exc. 299
Emb. 265

730 735 740 745

MORO-GRASS VALLEY SEC. SHERMAN HIGHWAY SHERMAN COUNTY				SHEET No. 11
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-152(4)		



SEC. 11, T. 2 S., R. 16 E., W.M.



MORO-GRASS VALLEY SEC. SHERMAN HIGHWAY SHERMAN COUNTY				SHEET NO 12
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
8	OREGON	F-152(4)		

No Work
605+00 to 869+00

T. 2 S., R. 16 E., W.M.

+70
Const Appr Lt
Inst 18" Pipe - 33'

795+41.49 PT
795+36.55 POT Ahead Equation

+65 Inst 36" Pipe - 72
+85 Inst 18" Pipe - 72
(Conduit for Existing 14" Water Pipe)

400 Spiral
S: 8°00
a: 10

781+41.49 PSC

+60
Const Appr Lt
Inst 18" Pipe 33'

Barn

Water Pipe

800

R/W Line

R/W Line

+50
Const Farm Appr Rt
Inst 18" Pipe - 66'

FINAL SURVEY
NOTE BOOK
NO

ORIGINAL SURVEY
NOTE BOOK
NO

784+50
Const Rd Appr Lt
Inst 18" Pipe - 33'
Dr. Exc. 2 C.Y.

+90
Const Farm Crossing Rt
Inst 18" Pipe - 66'
Dr. Exc. 6 C.Y.

+70
Const Rd Appr Lt
Inst 18" Pipe - 33'
Dr. Exc. 2 C.Y.

84.94

EQUATION

+65 Install 36" Pipe - 72
Dr Exc 20 C.Y.
+85 Install 18" Pipe - 72
(Conduit for Existing Water Pipe)
Dr. Exc. 10 C.Y.

2290

4" Existing Pipe

2280

+4.96

Finish Grade 11' Lt or Rt

2280

1000' V.C.

2270

-1.61

2260

Ex Field Ditch

Exc. 60 Shoal H

Exc 200

To Sta. 782+93

Exc 1382
Emb 1152

Exc. 165

SQH. 50 Yd Sta.

Exc 2400

To Sta. 786+90

Emb 137

130 2254.39

Exc 1088
Emb 915

791

795

800

805

MORO-GRASS VALLEY SEC.
SHERMAN HIGHWAY
SHERMAN COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	F-152(4)	

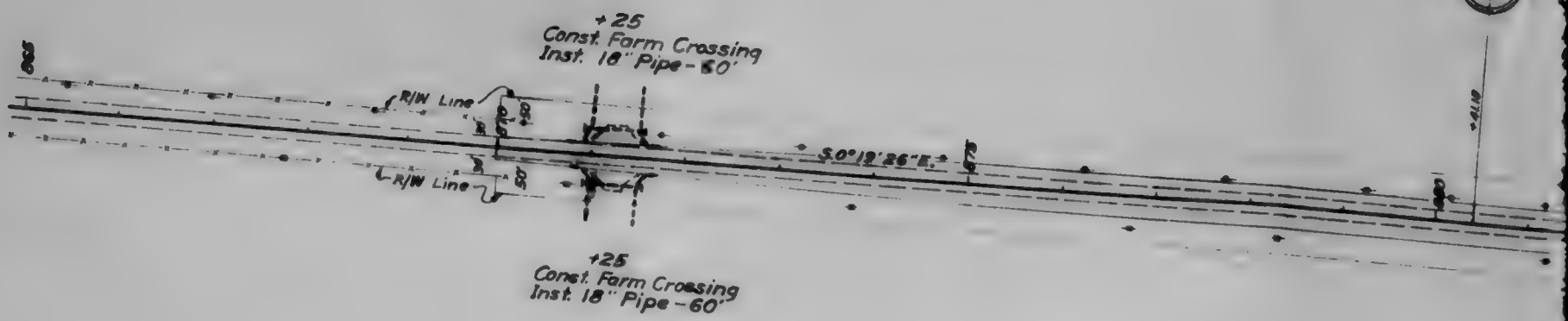
SHEET NO 13
TOTAL SHEETS See Index

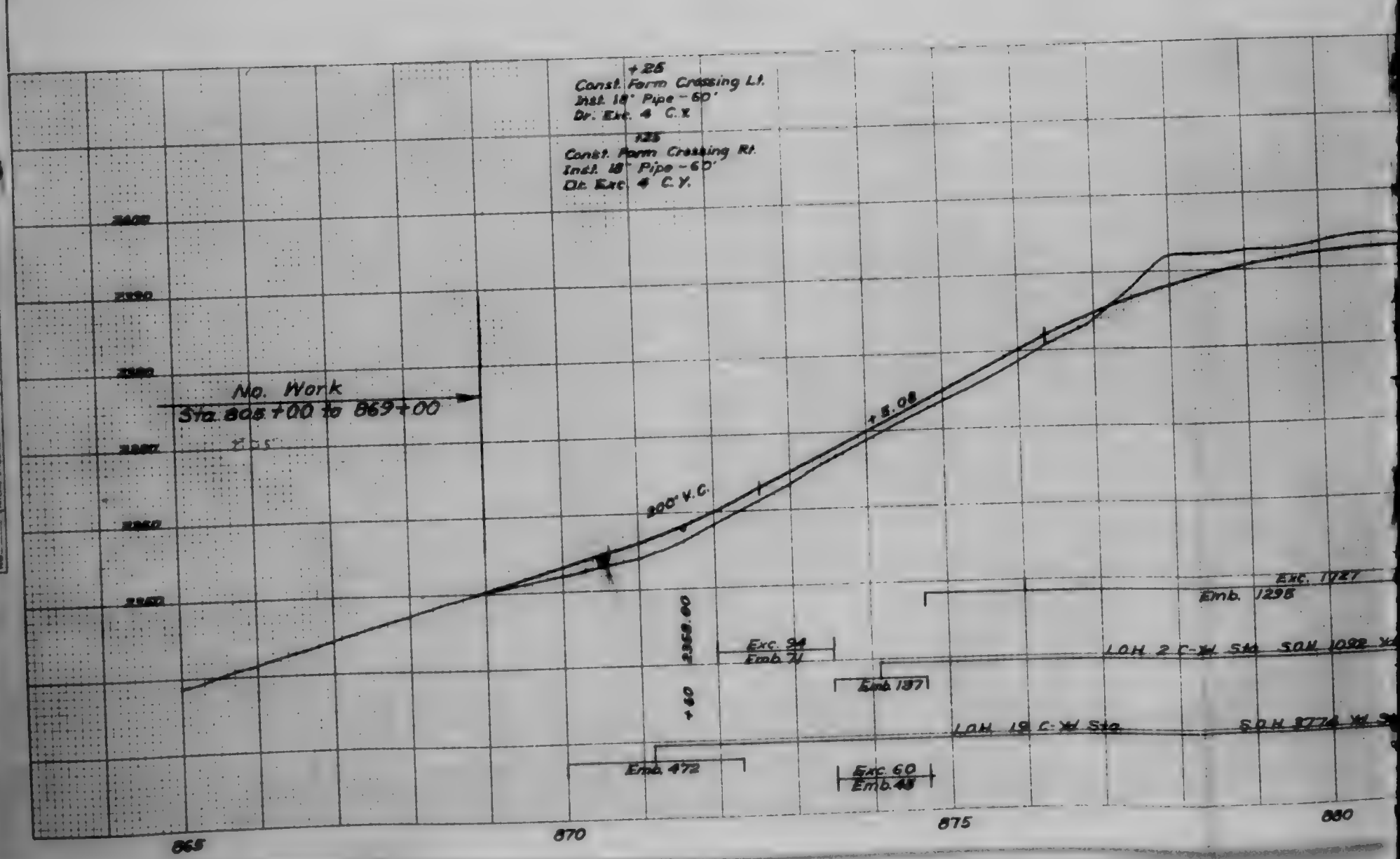
Revised October, 1955

881+56.09 P.S.
882+56.09 P.S.C.
+50
Const. Approach
Inst. 18" Pipe-32'
4° C. L.
Δ 29°09'01"
Ts. 436.82'
Tc. 609.76'
887+24.81 P.C.S.
500' Sp.
S 10°06'
D 8°
EQUATION
P.T. 887+24.81
P.O.T. 888+23.80
R/W Line
S. 29°28'27" E.
R/W Line
100' Sp.
S 2°00'
D 4.0
SEC. 23
SEC. 22
Existing Sherman Highway
886+90
Const. Rd. Conn.
Inst. 18" Pipe-32'
O. W. R. & N. Co.

+50
Const Approach Lt
Inst. 18" Pipe-32'
Dr. Exc. 3 C. Y.
+40
Const. Rd. Conn. Rt.
Inst. 18" Pipe-32'
Dr. Exc. 3 C. Y.
1000' V.C.
Finish Grade 11' Lt or Rt
-5.41%
EQUATION
98.99'
Exc. 1727
Exc. 182
Exc. 6683
To Sta. 917+10
Exc. 529
8774 Wd. Sta.
+24.81 Ahd.
+25.82 Bk.
2360
2350
2340
2330
880
885
890
895

T. 2 S., R. 16 E., W.M.


+25
Const. Farm Crossing
Inst. 18" Pipe - 60'
R/W Line
R/W Line
S.0°19'26"E.
+25
Const. Farm Crossing
Inst. 18" Pipe - 60'


+25
Const. Farm Crossing Lt.
Inst. 18" Pipe - 60'
Dr. Exc. 4 C.Y.
+25
Const. Farm Crossing Rt.
Inst. 18" Pipe - 60'
Ob. Exc. 4 C.Y.
No. Work
Sta. 805+00 to 869+00
+5.08
200' V.C.
Exc. 1727
Emb. 1298
2358.60
+60
Exc. 94
Emb. 71
Emb. 1371
LOH 2 C-W Sta
SOH 1092 W
LOH 19 C-W Sta
SOH 8774 W
Emb. 472
Exc. 60
Emb. 45
865
870
875
880

MORO-GRASS VALLEY SEC.
SHERMAN HIGHWAY
SHERMAN COUNTY

FED. AID PROJ. NO.	STATE	PROJECT NUMBER	FED. AID YEAR	SHEET NO.	TOTAL SHEETS
8	OREGON	F-152(4)		14	

SEC. 23
SEC. 26

+80
Const. Rd. Conn.

+80
Const. Rd. Conn.

915
920

Existing Sherman Highway

50' R/W Line
225
50'
R/W Line

500' Sp.
S 10°00'
a 0.8

919+50.47 P.S.

924+50.47 P.S.C.

+80 Inst. 36" Pipe - 80'
+25 Inst. 48" Pipe - 68'
+60 Double 24" C.M.P.-56' Each (in pl) Salvage
+00 Double 18" C.M.P. (in pl) Abandon

+80
Const. Rd. Conn. Rt. & Lt.

+80 Inst. 36" Pipe - 80'
Dr. Exc. 15 C.Y.
+25 Inst. 48" Pipe - 68'
Dr. Exc. 8 C.Y.
+60 Double 24" C.M.P.-56' Each (in pl) Salvage
Dr. Exc. 53 C.Y.
+00 Double 18" C.M.P. (in pl) Abandon

Lt. or Rt.

+00 2235.02

1200' V.C.

L&H 939 C-Yd. Stk. SOH 400 Yd. Stk.

Emb. 5018

Exc. 1406
Emb. 1055

Exc. 793
Emb. 593

Exc. 484
To Sta. 931+90

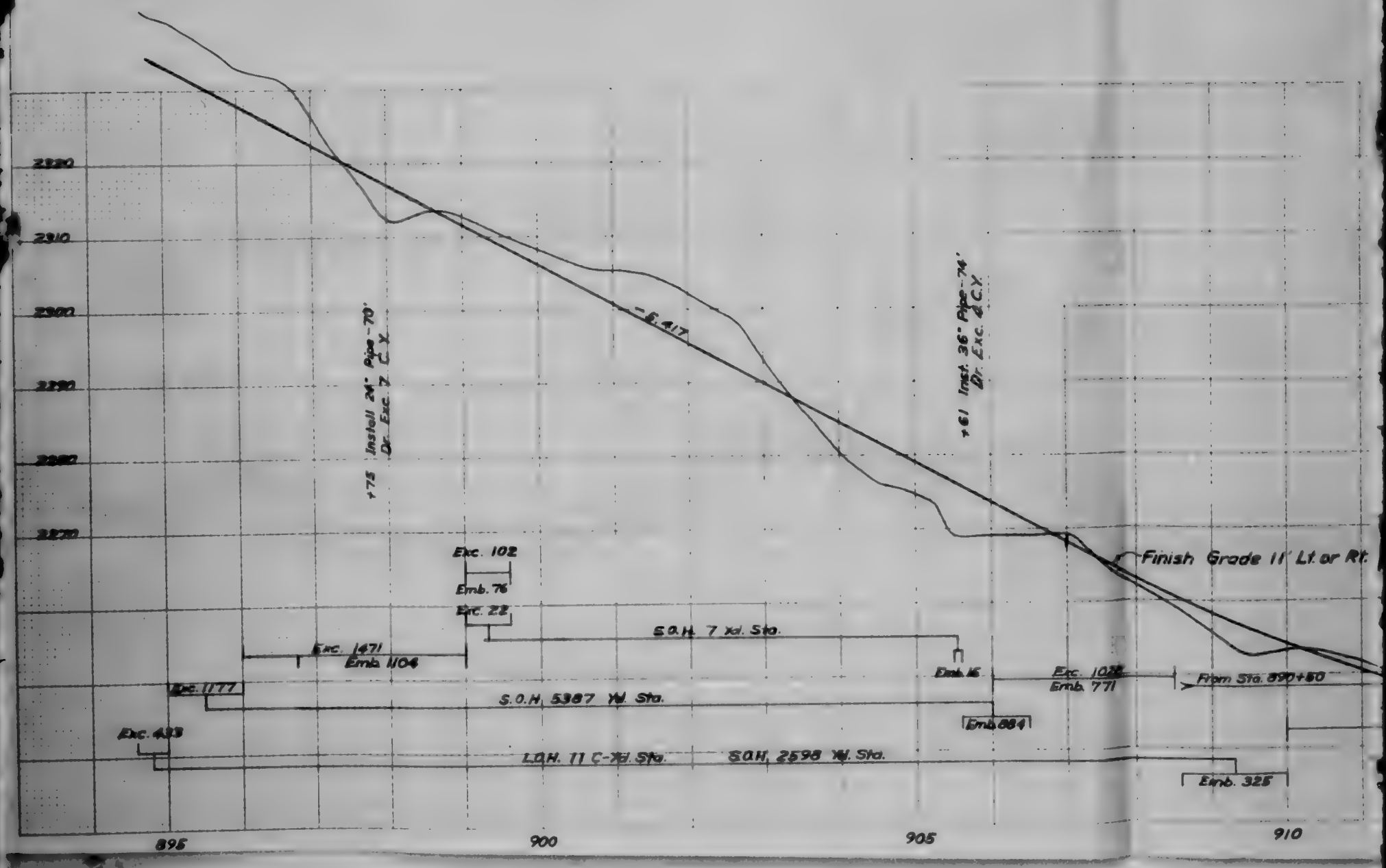
-0.24

2270
2260
2250
2240
2230

910
915
920
925

T. 2 S., R. 16 E., W.M.

+75 Inst. 24" Pipe - 70'
+61 Inst. 36" Pipe - 74'
R/W Line
50'
895
900
905
910
S. 29° 28' 27" E.


2320
2310
2300
2290
2280
2270
+75 Install 24" Pipe - 70' Dr. Exc. 7 C.Y.
+61 Inst. 36" Pipe - 74' Dr. Exc. 4 C.Y.
-6.4%
Finish Grade 11' Lt. or Rt.
Exc. 102
Emb. 76
Exc. 22
S.O.H. 7 Xd. Sta.
Exc. 1471
Emb. 1104
Exc. 1177
Emb. 16
Exc. 1028
Emb. 771
From Sta. 890+50
S.O.H. 5987 Yd. Sta.
Emb. 884
Exc. 433
L.O.H. 11 C-Yd. Sta.
S.O.H. 2598 Yd. Sta.
Emb. 325
895
900
905
910

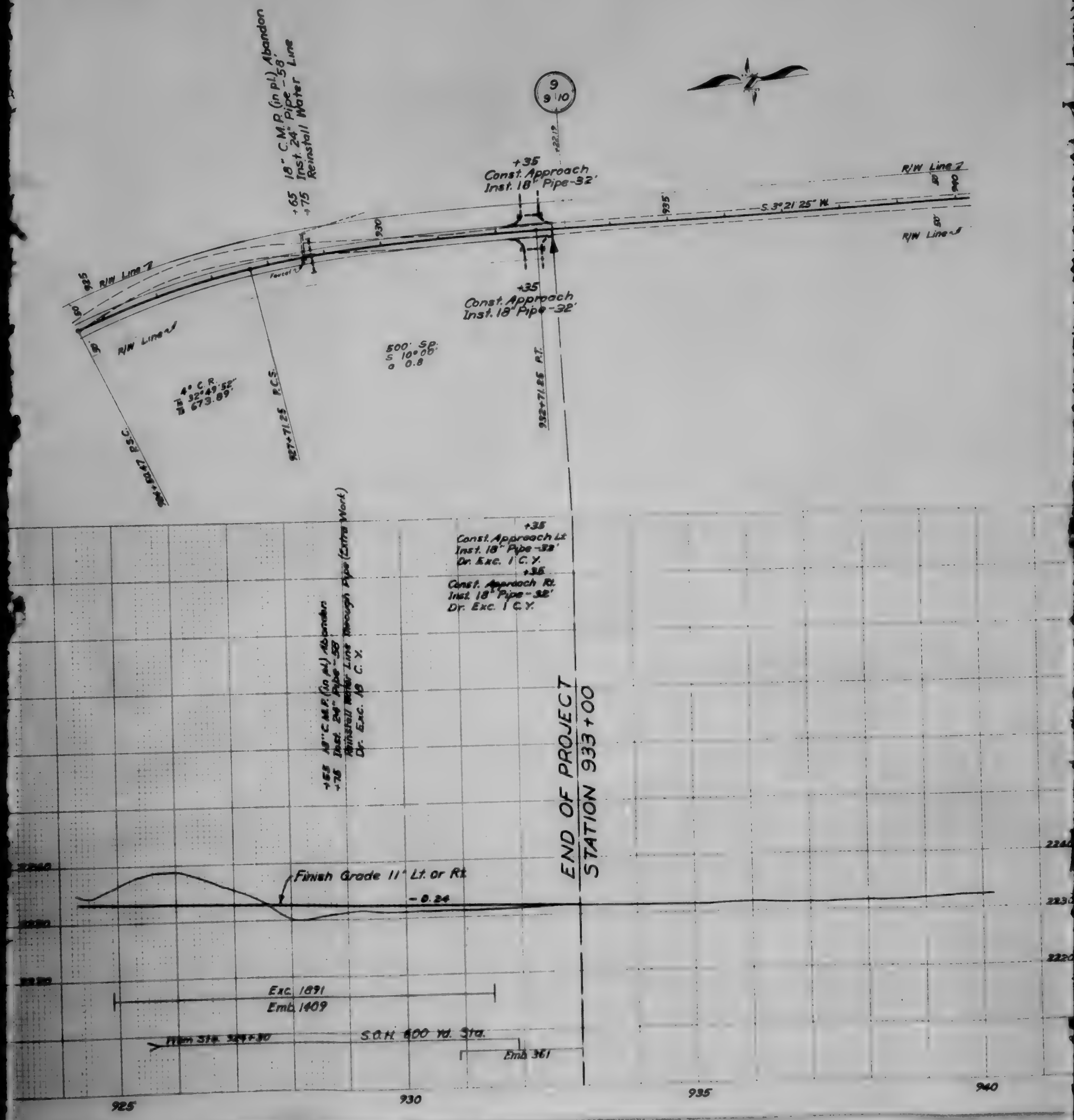
MORO-GRASS VALLEY SEC.
SHERMAN HIGHWAY
SHERMAN COUNTY

STATE	PROJECT NUMBER	FISCAL YEAR
OREGON	F-152(4)	

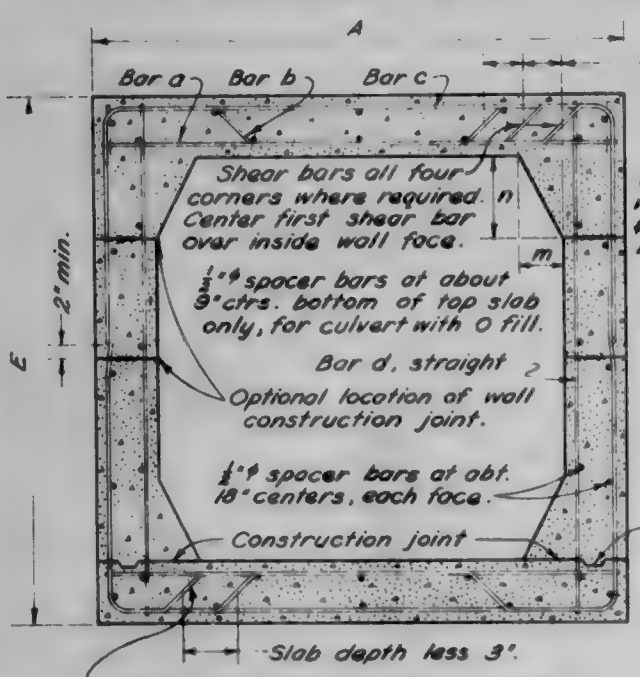
SHEET NO. 15
TOTAL SHEETS

2240
2230
2220
940

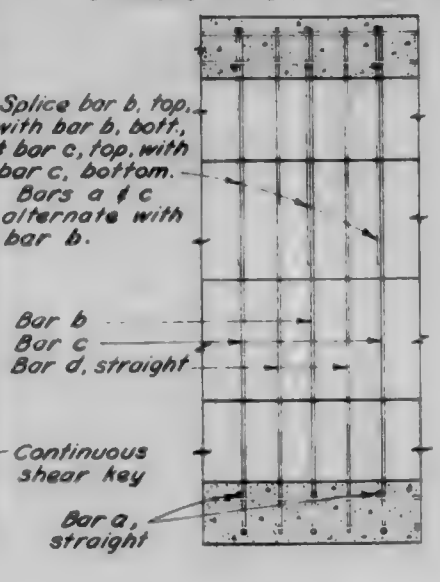
SEC. 26, [illegible] S., R. 16 E. W.M.



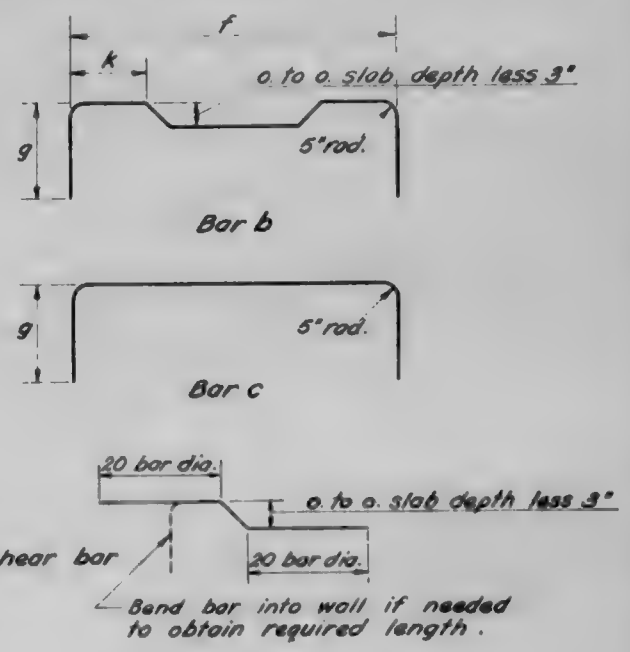
SIZE		FILL	QUANTITY		DIMENSIONS				REINFORCING BARS																									
									a			b							c							b.c	d			Long.	Shear			
													TOP		BOTT.					TOP		BOTT.												
WIDTH	HGT.		CONC. C.Y.	STEEL Lbs	A	E	SLAB	WALL	SIZE	SPC.	LGTH.	SIZE	SPC.	LGT.	g	LGT.	g	k	SIZE	SPC.	LGT.	g	LGT.	g	f	SIZE	SPC.	LGTH.	NO.	SIZE	SPC.	NO.	LGTH.
10	8	0	962	171.25	11-2	9-4	8	7	3/8	5	10-11								5/8	8½	13-7	1-6	28-9	9-1	10-11	1/2	9	9-1	57						
"	"	10	996	204.61	11-2	9-5	8½	7	3/4	12	10-11	3/4	12	14-4	1-8	29-4	9-2	2-1	5/8	12	13-7	1-6	28-11	9-2	10-11	1/2	6	9-2	56						
"	"	20	1269	234.93	11-3	10-0	12	7½	1"	12	11-0	3/4	12	14-8	1-8	30-10	9-9	2-0	5/8	12	13-8	1-6	30-2	9-9	11-0	1/2	6	9-9	54						
"	"	30	1404	292.75	11-4	10-3	13½	8	1"	11½	11-1	7/8	11½	15-4	1-11	31-6	10-0	1-10	5/8	11½	13-9	1-6	30-9	10-0	11-1	5/8	7½	10-0	54	3/8	7	8	2-7		
"	"	40	1650	349.36	11-4	10-10	17	8	1"	11	11-1	7/8	11	15-7	1-11	32-11	10-7	1-10	5/8	11	13-9	1-6	31-11	10-7	11-1	5/8	7½	10-7	54	1/2	6	8	3-4		
"	"	50	1718	376.87	11-5	10-11	17½	8½	1"	13	11-2	1"	13	16-0	2-1	33-2	10-8	1-10	5/8	13	13-10	1-6	32-2	10-8	11-2	5/8	7½	10-8	54	1/2	6	8	3-5		
"	"	60	1858	408.98	11-6	11-2	19	9	1"	10½	11-3	1"	10½	16-3	2-1	33-11	10-11	1-10	5/8	10½	13-11	1-6	32-9	10-11	11-3	5/8	7½	10-11	54	1/2	6	8	3-7		
10	10	0	1130	196.37	11-4	11-3	7½	8	3/8	5½	11-1								3/8	7	13-9	1-6	32-9	11-0	11-1	1/2	8	11-0	61						
"	"	10	1200	214.60	11-4	11-5	8½	8	3/4	14	11-1	5/8	14	14-2	1-6	33-6	11-2	2-4	7/8	14	14-7	1-11	33-1	11-2	11-1	1/2	9	11-2	60						
"	"	20	1340	276.56	11-4	11-9	10½	8	7/8	14	11-1	7/8	14	15-2	1-11	34-4	11-6	2-2	7/8	14	14-7	1-11	33-9	11-6	11-1	1/2	9	11-6	60	3/8	7	4	2-3		
"	"	30	1514	310.54	11-4	12-2	13	8	1"	12	11-1	3/4	12	14-10	1-8	35-4	11-11	2-0	7/8	12	14-7	1-11	34-7	11-11	11-1	1/2	9	11-11	58	3/8	6	8	2-7		
"	"	40	1655	322.35	11-4	12-6	15	8	7/8	10	11-1	7/8	10	15-5	1-11	36-1	12-3	1-10	5/8	10	13-11	1-6	35-3	12-3	11-1	1/2	9	12-3	58	1/2	10	8	3-1		
"	"	50	1759	354.75	11-4	12-9	16½	8	1"	11	11-1	1"	11	15-11	2-1	36-9	12-6	1-8	5/8	11	13-9	1-6	35-9	12-6	11-1	1/2	9	12-6	58	1/2	5½	4	3-4		
10	12	0	1256	218.95	11-4	13-3	7½	8	3/8	6	11-1								5/8	6½	13-[illegible]	1-6	36-9	13-0	11-1	1/2	6½	13-0	65						
"	"	10	1361	240.22	11-4	13-6	9	8	1/2	11	11-1	1/2	11	13-8	1-3	37-8	13-3	2-2	7/8	11	14-7	1-11	37-3	13-3	11-1	1/2	7½	13-3	64						
"	"	20	1536	295.22	11-4	13-11	11½	8	5/8	10	11-1	5/8	10	14-4	1-6	38-8	13-8	2-0	7/8	10	14-7	1-11	38-1	13-8	11-1	1/2	7½	13-8	64						
"	"	30	1641	355.08	11-4	14-2	13	8	7/8	15	11-1	7/8	15	15-4	1-11	39-4	13-11	1-10	1"	15	14-11	2-1	38-7	13-11	11-1	1/2	7	13-11	60	3/8	7½	8	2-7		
"	"	40	1746	405.01	11-4	14-5	14½	8	3/4	10	11-1	7/8	10	15-5	1-11	39-11	14-2	1-8	7/8	10	14-7	1-11	39-1	14-2	11-1	1/2	6	14-2	60	1/2	10	8	3-1		
"	"	50	1816	462.02	11-4	14-7	15½	8	1"	12	11-1	1"	12	15-10	2-1	40-4	14-4	1-6	1"	12	14-11	2-1	39-5	14-4	11-1	3/8	7	14-4	60	1/2	6	4	3-2		
12	8	0	1119	208.38	13-4	9-4	8	8	3/4	7	13-1								5/8	7	15-9	1-6	30-11	9-1	13-1	1/2	9	9-1	62						
"	"	10	1283	214.16	13-4	9-8	10	8	7/8	16	13-1	7/8	16	17-1	1-11	32-1	9-5	2-8	5/8	16	15-9	1-6	31-7	9-5	13-1	1/2	7	9-5	60						
"	"	20	1571	292.72	13-4	10-3	13½	8	1"	16	13-1	1"	16	17-8	2-1	33-6	10-0	2-6	5/8	16	15-9	1-6	32-9	10-0	13-1	5/8	5½	10-0	60						
"	"	30	1818	386.43	13-4	10-9	16½	8	1"	7½	13-1								3/4	6½	16-1	1-8	33-9	10-6	13-1	3/4	7	10-6	56	3/8	7½	8	3-0		
"	"	40	1983	446.17	13-4	11-1	18½	8	1"	6	13-1								3/4	6	16-1	1-8	34-5	10-10	13-1	3/4	6½	10-10	56	3/8	6	8	3-2		
"	"	50	2270	477.00	13-4	11-8	22	8	1⅛"	7	13-1								7/8	9	16-7	1-11	35-7	11-5	13-1	3/4	6	11-5	56	1/2	7	8	3-11		
12	10	0	1265	228.95	13-4	11-4	8	8	3/4	7½	13-1								3/4	9½	16-1	1-8	34-11	11-1	13-1	5/8	11	11-1	66						
"	"	10	1428	244.91	13-4	11-8	10	8	7/8	18	13-1	7/8	18	17-1	1-11	36-1	11-5	2-7	7/8	18	16-7	1-11	35-7	11-5	13-1	1/2	8	11-5	64						
12	12	0	1391	248.58	13-4	13-4	8	8	3/4	8	13-1								3/4	9	16-1	1-8	38-11	13-1	13-1	5/8	10	13-1	70						
"	"	10	1554	273.10	13-4	13-8	10	8	3/4	16	13-1	3/4	16	16-7	1-8	40-1	13-5	2-6	1"	16	16-11	2-1	39-7	13-5	13-1	1/2	9	13-5	64						
"	"	20	1761	375.38	13-4	14-1	12½	8	1"	16	13-1	7/8	16	17-3	1-11	41-1	13-10	2-4	1"	16	16-11	2-1	40-5	13-10	13-1	1/2	9	13-10	64	3/8	8	4	2-6		
"	"	30	1925	415.41	13-4	14-5	14½	8	1"	16	13-1	1"	16	17-9	2-1	41-11	14-2	2-2	1"	16	16-11	2-1	41-1	14-2	13-1	1/2	9	14-2	64	3/8	8	8	2-9		
"	"	40	2131	457.50	13-4	14-10	17	8	1"	12	13-1	1"	12	17-11	2-1	42-11	14-7	2-0	7/8	12	16-7	1-11	41-11	14-7	13-1	1/2	9	14-7	64	1/2	6	4	3-4		
"	"	50	2295	475.78	13-4	15-2	19	8	1"	12	13-1	1"	12	18-1	2-1	43-9	14-11	1-10	3/4	12	16-1	1-8	42-7	14-11	13-1	1/2	9	14-11	64	1/2	6	4	3-7		


A
Bar a
Bar b
Bar c
Equal spacing of shear bars. (Spacing equals slab depth less 3" where there is no bar b.)
Shear bars all four corners where required. Center first shear bar over inside wall face.
n
m
½"ϕ spacer bars at about 9" ctrs. bottom of top slab only, for culvert with 0 fill.
Bar d, straight
Optional location of wall construction joint.
½"ϕ spacer bars at abt. 18" centers, each face.
Construction joint
Slab depth less 3".
E
2" min.
Single shear bars all four corners where required. Center over inside wall face where there is no bar b.

TYPICAL SECTION


Splice bar b, top, with bar b, bott., & bar c, top, with bar c, bottom. Bars a & c alternate with bar b.
Bar b
Bar c
Bar d, straight
Continuous shear key
Bar a, straight

LONGIT. SECTION



REINFORCING BARS

FILLETS
Note: Taper fillets to 0" at ends of barrel on bottom slab only. Taper 18" long.

Inside Box Height	m	n
3'-0"	0'-6"	1'-0"
4'-0"	0'-6"	1'-0"
5'-0"	0'-6"	1'-0"
6'-0"	0'-6"	1'-3"
7'-0"	0'-6"	1'-6"
8'-0"	0'-6"	1'-9"
9'-0"	0'-6"	2'-0"
10'-0"	0'-9"	2'-0"
11'-0"	0'-9"	2'-3"
12'-0"	0'-9"	2'-6"

GENERAL NOTES:
All concrete shall be class 'A' mix and shall attain a breaking strength of 3300 psi. at the end of 28 days.
All exposed corners shall have ¾" bevel.
All reinforcing steel shall be intermediate grade, f_s = 20,000 psi., shall conform to ASTM Specifications A 305-49, and shall be placed 1½" clear from nearest face of concrete unless noted or shown otherwise.
Barrel shall be built with a downstream slope of not less than ⅛" per foot of length.
All materials and workmanship shall conform to the specifications for bridges of the OREGON STATE HIGHWAY COMMISSION.
Note: All bars are round unless shown otherwise.

Approved:

H. A. Anderson
Bridge Engineer

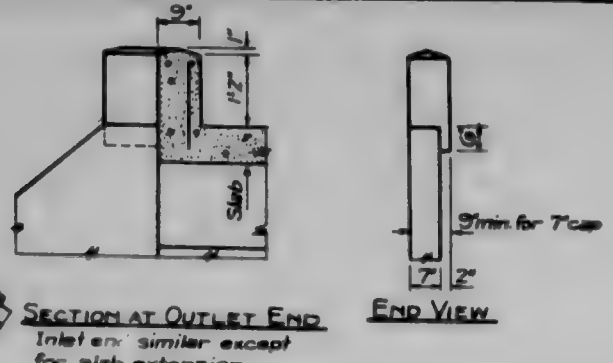
• Number of longit. bars and pounds of steel under "Quantity" revised 16 Oct. 1953.

OREGON
STATE HIGHWAY COMMISSION

STANDARD BOX CULVERTS
7' x 4' TO 12' x 12'

JANUARY 23, 1951 | DRAWN BY E.H.S. | SHEET 1 OF 1
CALC. BK. NO. 222 | TRACED BY E.H.S. | DRAWING NO. 9796

| SIZE | | FILL | QUANTITY | | DIMENSIONS | | | | REINFORCING BARS | | | |



SECTION AT OUTLET END
Inlet end similar except for slab extension.

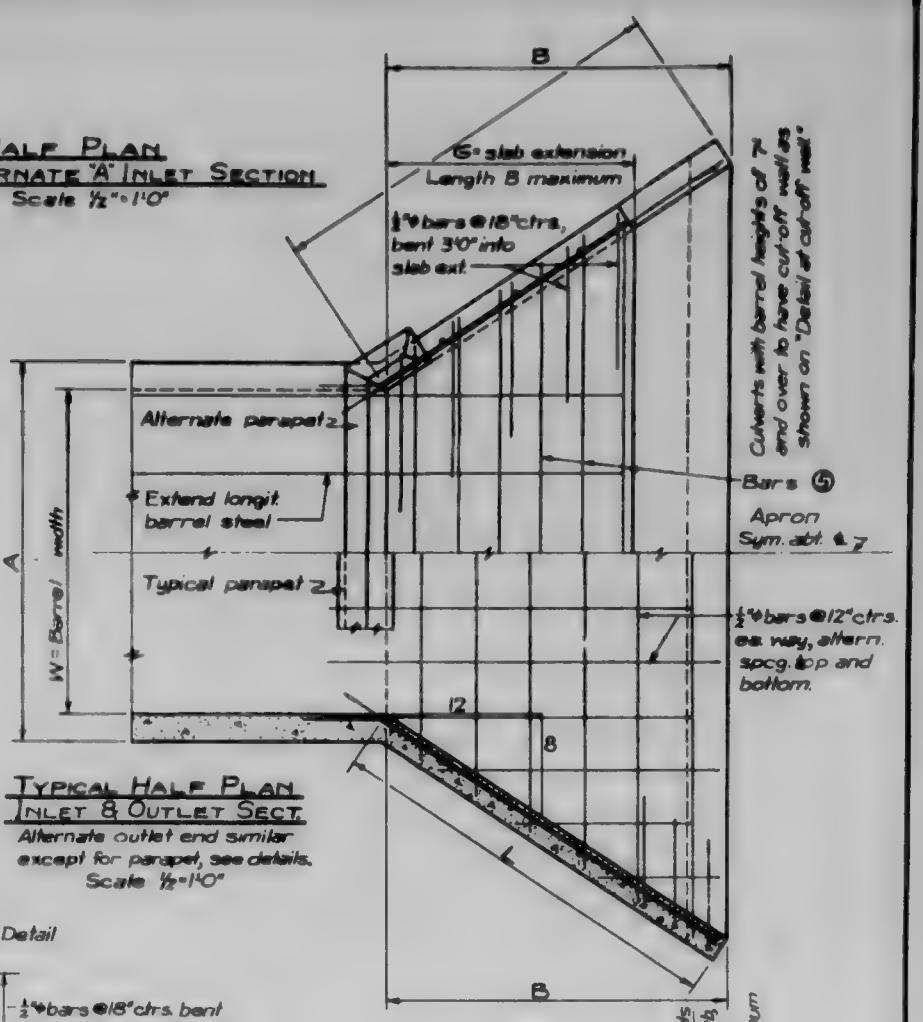
END VIEW

PLAN

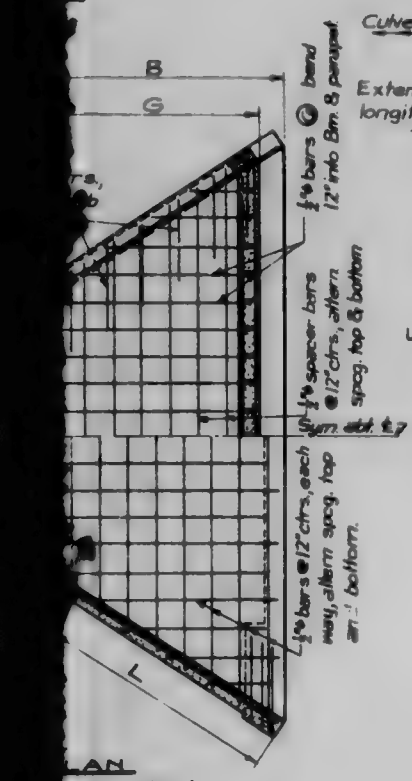
ALTERNATE PARAPET DETAILS
Scale ½"=1'0"

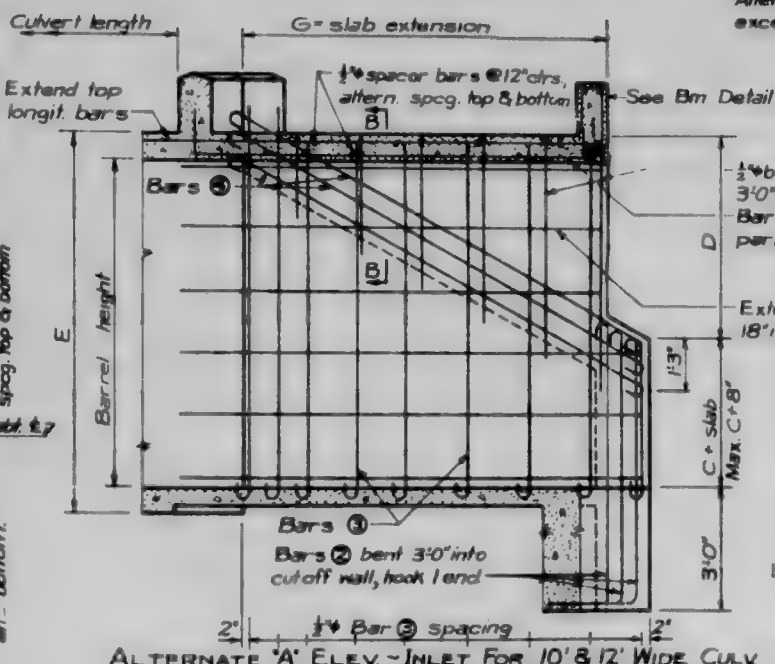
Length W	Length G	Barrel height	Reinforcing Bars: Bars ⑤ transv.	Bars ⑥ longit.
4'0"	3'0"	For barrel heights, see Standard Dwgs. No. 9795 and 9796.	½"ϕ @ 16" ctrs.	
5'0"	3'9"		½"ϕ @ 9" ctrs.	
5'6"	4'1½"		½"ϕ @ 9" ctrs.	
6'0"	4'6"		½"ϕ @ 9" ctrs.	
7'0"	5'3"		½"ϕ @ 6" ctrs	
8'0"	6'0"		½"ϕ @ 12" ctrs.	
9'0"	6'9"		1"ϕ @ 10" ctrs.	
10'0"	7'6"			½"ϕ @ 17" ctrs.
12'0"	9'0"			½"ϕ @ 12" ctrs.

HALF PLAN
ALTERNATE "A" INLET SECTION
Scale ½"=1'0"

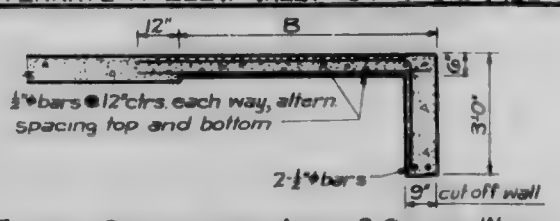

B
6" slab extension
Length B maximum
½"ϕ bars @ 18" ctrs, bent 3'0" into slab ext.
Culverts with barrel heights of 7' and over to have cut-off walls as shown on "Detail at cut-off wall"
Alternate parapet
Extend longit. barrel steel
Typical parapet
W = Barrel width
A
Bars ⑤
Apron
Sym. abt. ℄
½"ϕ bars @ 12" ctrs. ea. way, altern. spcg. top and bottom.
12
8
L
B
Slab extension equals depth of barrel slab, except extension varies to a maximum depth of 8"

TYPICAL HALF PLAN
INLET & OUTLET SECT.
Alternate outlet end similar except for parapet, see details.
Scale ½"=1'0"

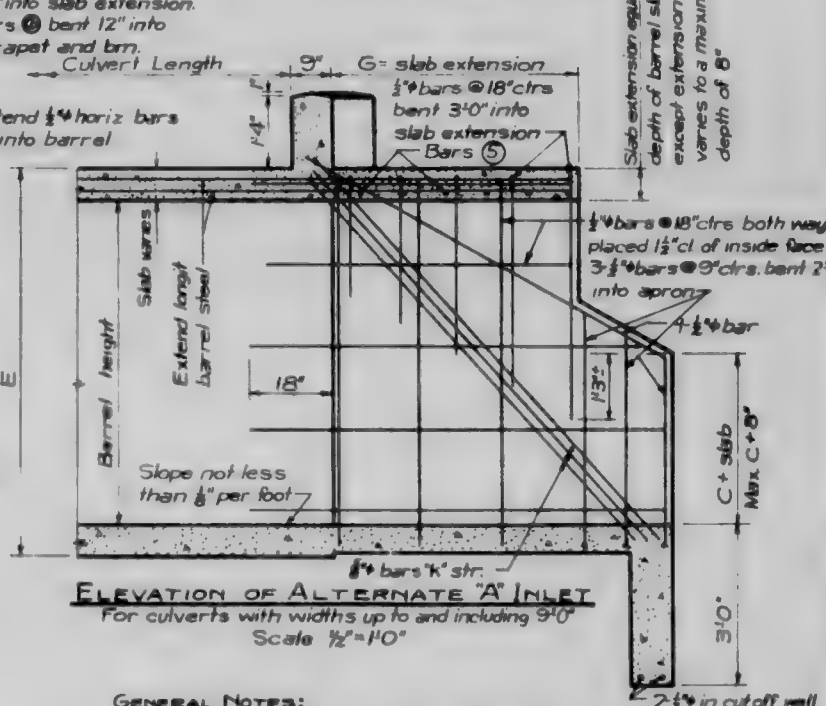

B
G
½"ϕ bars ⑦ bend 12" into Bm. & parapet
½"ϕ spacer bars @ 12" ctrs, altern. spcg. top & bottom
Sym. abt. ℄
½"ϕ bars @ 12" ctrs, each way, altern. spcg. top & bottom
L



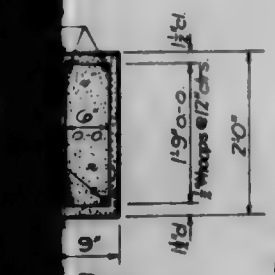
ALTERNATE 'A' ELEV. - INLET FOR 10' & 12' WIDE CULV.



TYPICAL SECTION THRU APRON & CUT OFF WALL
Scale ⅜"=1'0"

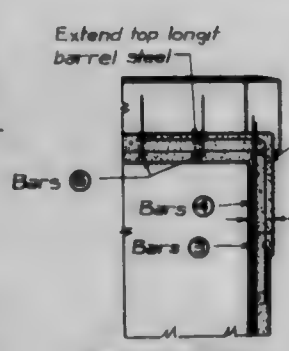


ELEVATION OF ALTERNATE "A" INLET
For culverts with widths up to and including 9'0"
Scale ½"=1'0"



DETAIL
Scale ⅜"=1'0"

rel	Bars ④
	2- ⅝"ϕ
	3- ⅝"ϕ
	2- ¾"ϕ
	3- ¾"ϕ
	3- ¾"ϕ
8	4- ¾"ϕ



SECTION B-B
Scale ⅜"=1'0"

WING WALL MATERIALS				
	TYPICAL		ALTERNATE "A"	
Size	Reinf. Steel	Concrete	Reinf Steel	Concrete
3x3	163 #	1.9 cu yd	——	——
4x4	226 #	2.6 " "	273 #	3.09 cu yd
5x5	314 #	3.6 " "	385 #	4.37 " "
6x6	380 #	4.5 " "	502 #	5.67 " "
7x7	480 #	6.2 " "	675 #	7.93 " "
8x8	646 #	8.0 " "	939 #	10.38 " "
9x9	754 #	9.5 " "	1324 #	12.51 " "
10x10	963 #	11.5 " "	1671 #	15.66 " "
11x11	1133 #	14.2 " "	——	——
12x12	1366 #	16.4 " "	2140 #	22.48 " "

Quantities include 2 wings, apron, parapet and 9" barrel section under parapet; based on single barrel culverts at 0 fill

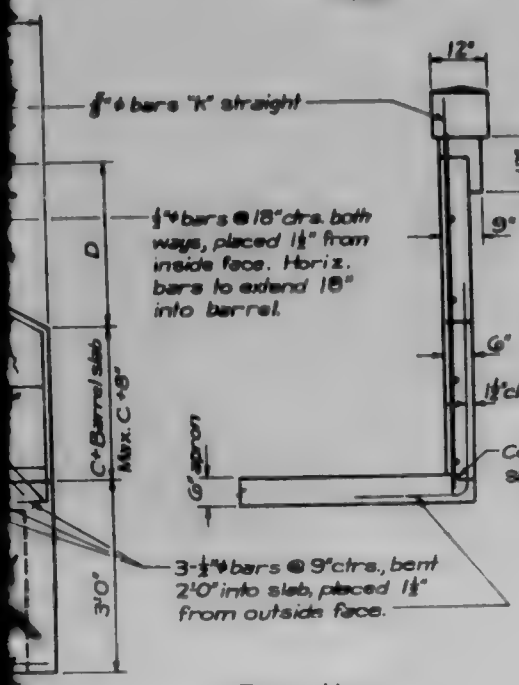
GENERAL NOTES:
All concrete shall be class "A", fc = 3300 p.s.i.
All reinforcing steel shall be intermediate grade deformed bars, fs = 20,000 p.s.i., and shall be placed 1½" clear of nearest face of concrete unless shown or noted otherwise. Bar splices shall be 20 diameters.
Pour culvert walls and wingwalls monolithic.
All reinforcing steel to conform to ASTM specifications A305-49.
Construct typical wingwalls and parapet unless otherwise specified.

APPROVED:
BRIDGE ENGINEER

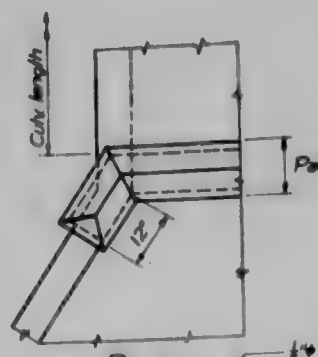
OREGON
STATE HIGHWAY COMMISSION

STANDARD CULVERT WINGS
—ALL SIZES—

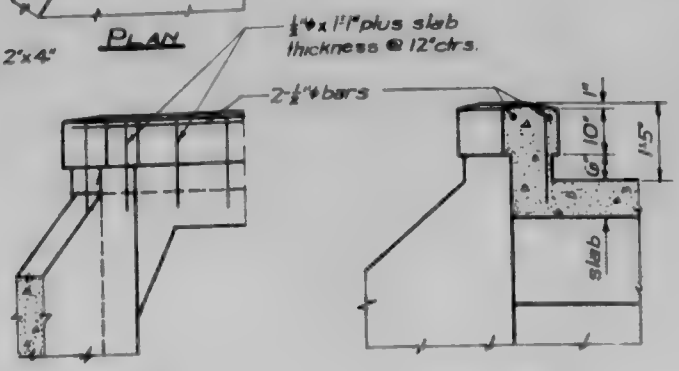
SCALE NOTED
MARCH 19, 1954
DRAWN BY W.D.G.
SHEET 1 OF 1
DWG. NO. 11363



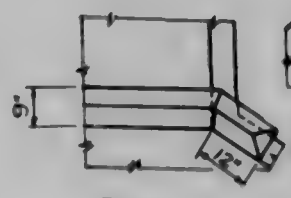
END VIEW



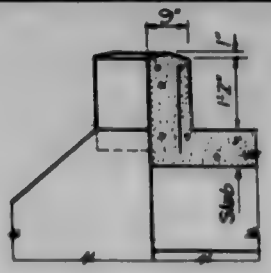
PLAN



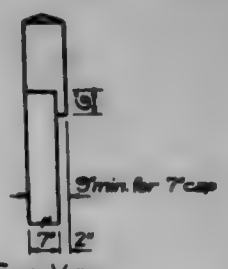
ELEVATION SECTION



PLAN



SECTION AT OUTLET END
Inlet end similar except for slab extension.



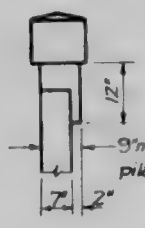
END VIEW

ALTERNATE PARAPET DETAILS
Scale ½"=1'0"

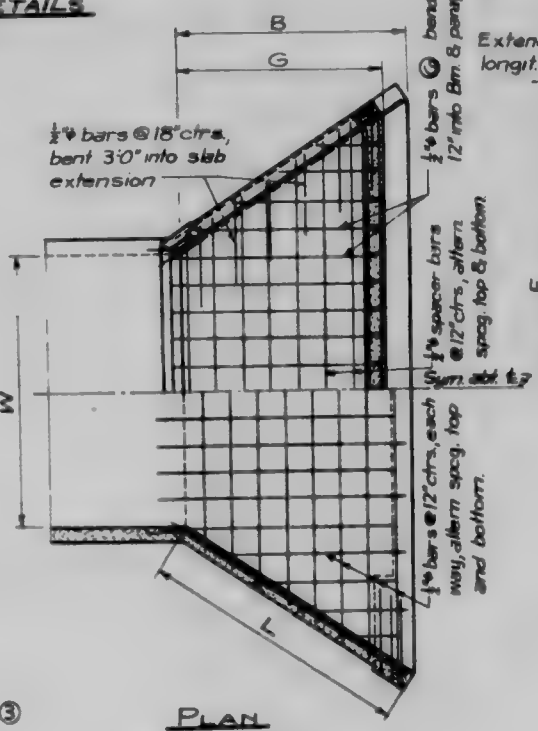
Length W	Length G	Barrel height	Reinforcing Bars: Bars ⑤ transv.	Bars ⑥ longit.
4'0"	3'0"	For barrel heights, see Standard Dwgs. No 9795 and 9796.	½"ϕ @ 16" ctrs.	
5'0"	3'9"		½"ϕ @ 9" ctrs.	
5'6"	4'1½"		⅝"ϕ @ 9" ctrs	
6'0"	4'6"		⅝"ϕ @ 9" ctrs.	
7'0"	5'3"		⅝"ϕ @ 6" ctrs.	
8'0"	6'0"		⅞"ϕ @ 12" ctrs.	
9'0"	6'9"		1"ϕ @ 10" ctrs.	
10'0"	7'6"			½"ϕ @ 17" ctrs.
12'0"	9'0"			½"ϕ @ 12" ctrs.

'0" TO 6'0" HIGH CULVERTS
r except for parapet
"=1'0"

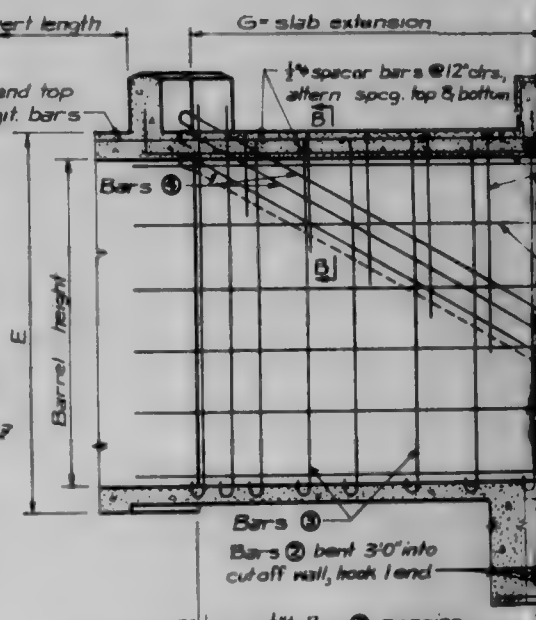
B	Length C Ft & Ins.	Length D Ft & Ins	Bars "k" No
'	1'4"	1'8"	2
'	1'10"	2'2"	2
	2'0"	3'0"	3
	2'5"	3'7"	3



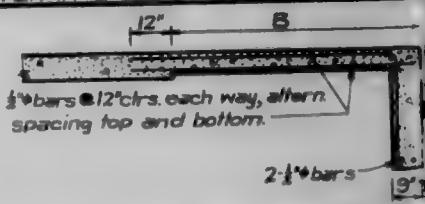
TYPICAL PARAPET DETAILS
Scale ½"=1'0"


B
G
½"ϕ bars @ 18" ctrs, bent 3'0" into slab extension
½"ϕ bars @ bend 12" into Bm & parapet
½"ϕ spacer bars @ 12" ctrs, altern. spcg. top & bottom
½"ϕ bars @ 12" ctrs., each way, altern. spcg. top and bottom.
W
L

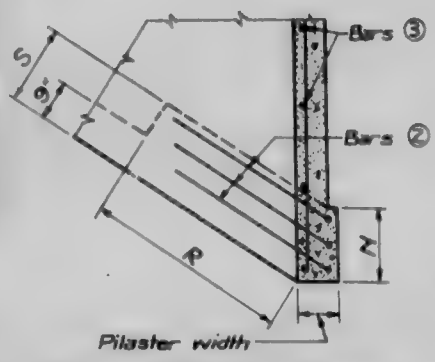
PLAN
10' and 12' wide culverts
Scale ¼"=1'0"



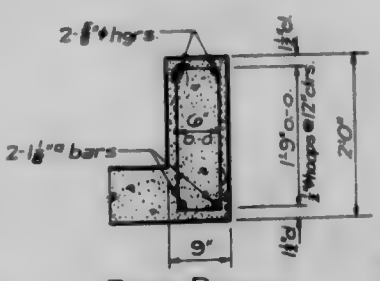
ALTERNATE "A" ELEV. - INLET FOR 10' &



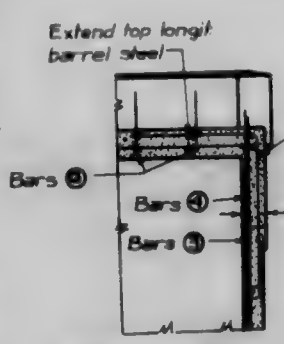
TYPICAL SECTION THRU APRON & CUT-O
Scale ⅜"=1'0"



DETAIL AT CUTOFF WALL
For culverts with barrel heights of 7'0" and over only.



BEAM DETAIL
Scale ¾"=1'0"

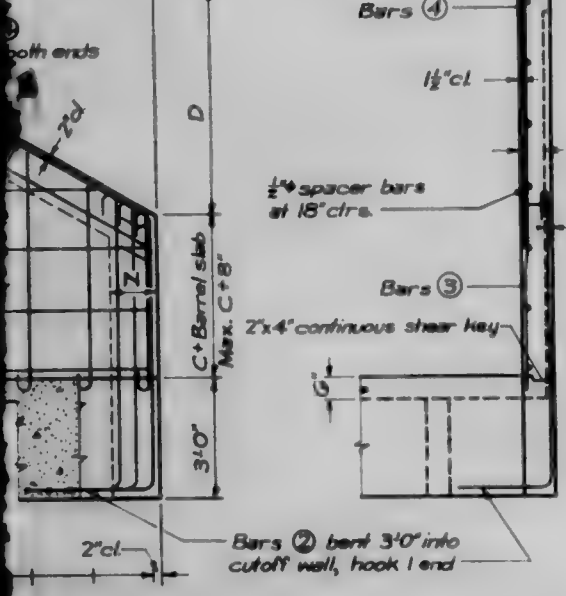


SECTION B-B
Scale ⅜"=1'0"

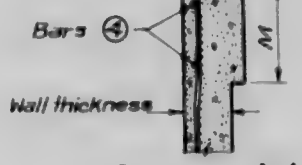
WING WALL TYPICAL Size	Reinf. Steel	C
3x3	163 #	
4x4	226 #	
5x5	314 #	
6x6	380 #	
7x7	480 #	
8x8	646 #	
9x9	754 #	
10x10	963 #	
11x11	1133 #	
12x12	1366 #	

Quantities include and 9" barrel sec on single barrel

'0" TO 12'-0" HIGH CULVERTS
similar except for parapet
le ⅜"=1'0"

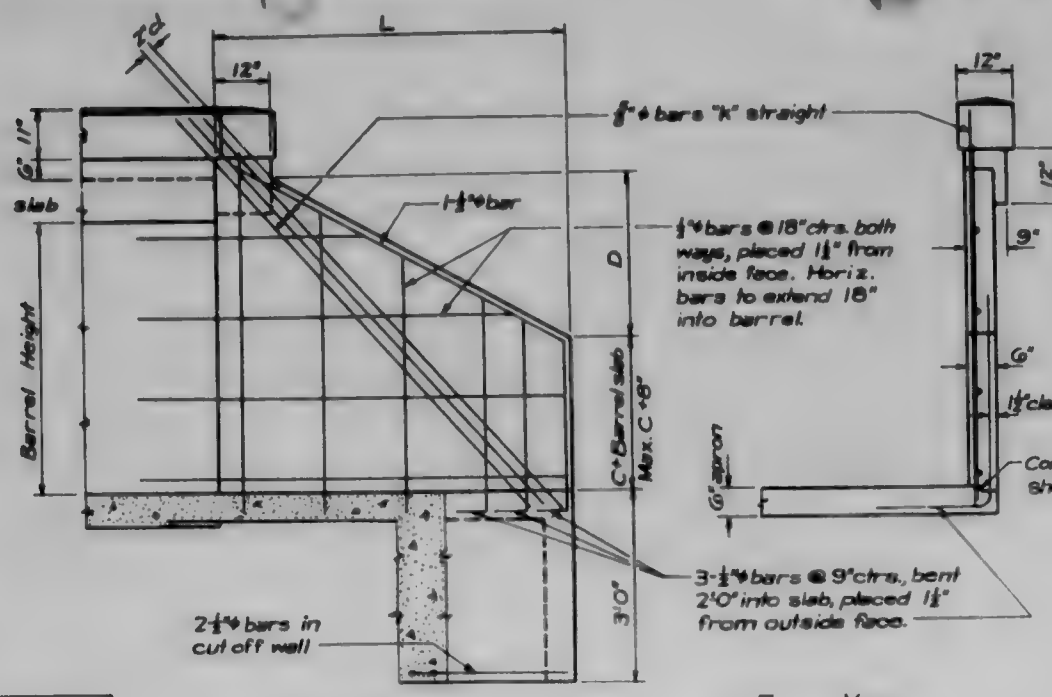


END VIEW



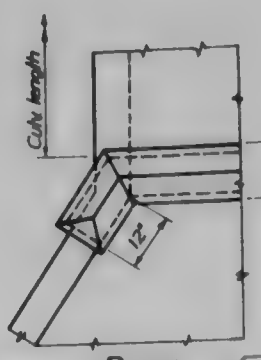
SECTION A-A

Wall Thickness	Cap M	Pilaster N	Cap & Pilaster Width	Parapet Width	Cut-off Wall R	Cut-off Wall S	Reinforcing Bars: Bars ②	½"ϕ Bars ③ spacing from end of barrel	Bars ④
7"	0-8	0-10	7"	12"	3-3	1-0	2-⅝"ϕ	2"; 2@13; 4@18	2-⅝"ϕ
7"	1-4	1-4	7"	12"	3-7	1-5	3-⅝"ϕ	2"; 2@8; 2@14; 4@18	3-⅝"ϕ
7"	1-0	1-2	9"	12"	3-5	1-4	3-⅝"ϕ	2"; 4@8; 2@12; 4@18	2-¾"ϕ
7"	1-6	1-6	9"	12"	3-6	1-9	3-¾"ϕ	2"; 4@7; 2@11; 5@18	3-¾"ϕ
8"	1-2	1-2	12"	15"	3-2	1-5	3-¾"ϕ	2"; 6@6; 4@11; 4@18	3-¾"ϕ
8"	1-7	1-6	12"	15"	3-4½	1-8	3-⅞"ϕ	2"; 2@4, 4@6; 3@8; 3@12; 4@18	4-¾"ϕ

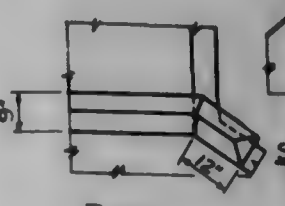


ELEVATION

END VIEW



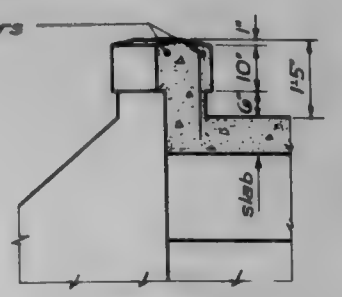
PLAN



PLAN

ALTERN

ELEVATION



SECTION

TYPICAL WING WALL FOR 3'0" TO 6'0" HIGH CULVERTS

Alternate "A" outlet end similar except for parapet

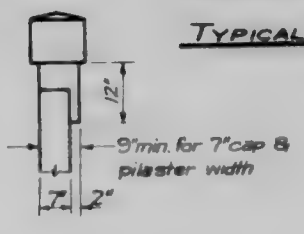
Scale ½"=1'0"

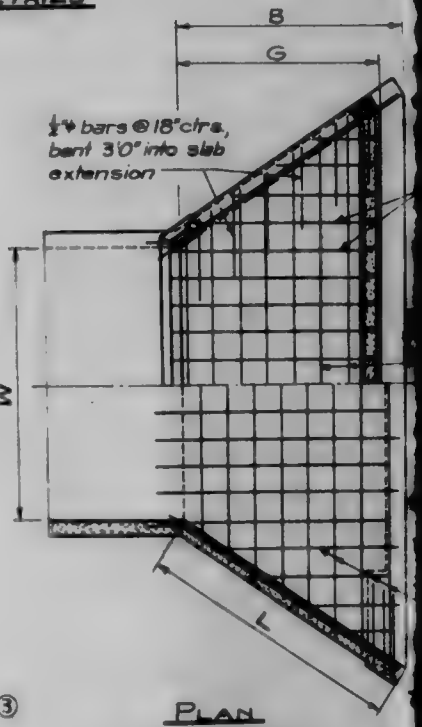
NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRW'G.
FOR EXAMPLE:
INDICATED SCALE ¾"=1'-0" SHOULD BE READ ⅜"=1'-0".
INDICATED SCALE 1"=10'-0" SHOULD BE READ 1"=20'-0"

Barrel Hgt. Ft & Ins.	Length "L" Ft & Ins.	Length B Ft. & Ins.	Length C Ft. & Ins.	Length D Ft & Ins.	Bars "k" Nº
3'0"	4'0"	3'3 15/16"	1'4"	1'8"	2
4'0"	5'0"	4'1 15/16"	1'10"	2'2"	2
5'0"	6'0"	5'4 7/8"	2'0"	3'0"	3
6'0"	7'0"	6'2 7/8"	2'5"	3'7"	3

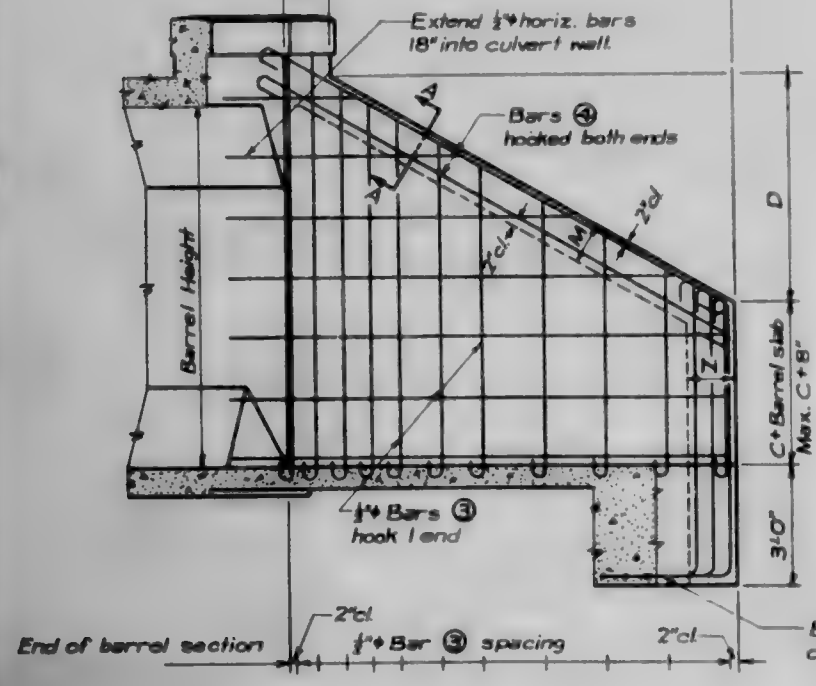
TYPICAL PARAPET DETAILS

Scale ½"=1'0"

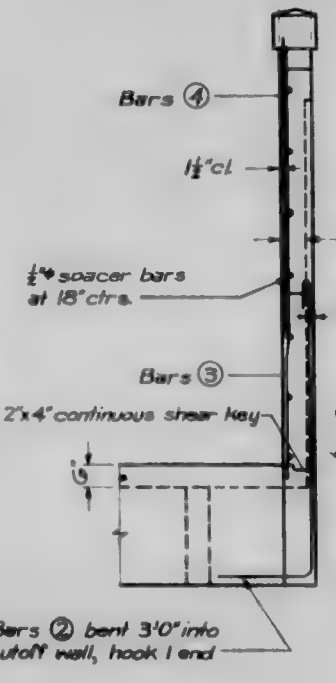




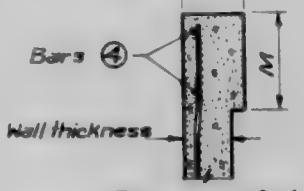
PLAN
10' and 12' wide culverts
Scale ¼"=1'0"



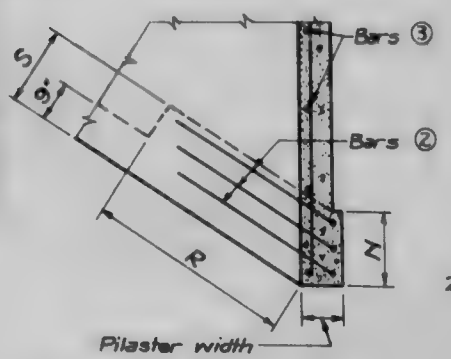
ELEVATION



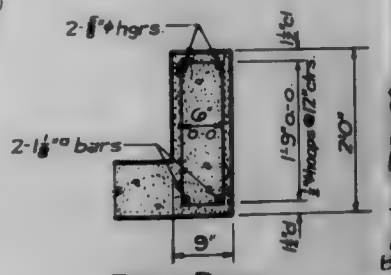
END VIEW



SECTION A-A



DETAIL AT CUTOFF WALL
For culverts with barrel heights of 7'0" and over only.



BEAM DETAIL
Scale ¾"=1'0"

TYPICAL WING WALL FOR 7'-0" TO 12'-0" HIGH CULVERTS

Alternate "A" outlet end similar except for parapet

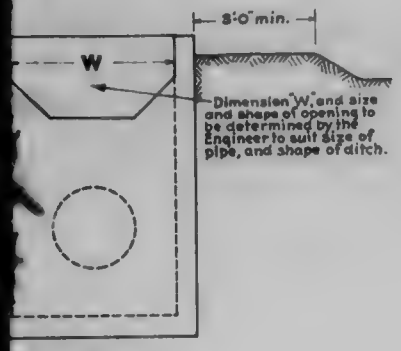
Scale ⅜"=1'0"

Barrel Hgt. Ft. & Ins.	Length "L" Ft. & Ins.	Length "B" Ft & Ins.	Length "C" Ft. & Ins.	Length "D" Ft & Ins.	Wall Thickness	Cap M	Pilaster N	Cap & Pilaster Width	Parapet Width	Cut-off Wall R	Cut-off Wall S	Reinforcing Bars: Bars ②	Reinforcing Bars: ½"ϕ Bars ③ spacing from end of barrel	Reinforcing Bars: Bars ④
7'-0"	8'-6"	7-0 7/8	2'-10"	4-2	7"	0-9	0-10	7"	12"	3-3	1-0	2-⅝"ϕ	2"; 2@13; 4@18	2-⅝"ϕ
8'-0"	10'-0"	8-3 13/16	3'-0"	5-0	7"	1-4	1-4	7"	12"	3-7	1-5	3-⅝"ϕ	2"; 2@8; 2@14; 4@18	3-⅝"ϕ
9'-0"	11'-0"	9-1 13/16	3'-5"	5-7	7"	1-0	1-2	9"	12"	3-5	1-4	3-⅝"ϕ	2"; 4@8; 2@12; 4@18	2-¾"ϕ
10'-0"	12'-0"	9-11 13/16	3'-10"	6-2	7"	1-6	1-6	9"	12"	3-6	1-9	3-¾"ϕ	2"; 4@7; 2@11; 5@18	3-¾"ϕ
11'-0"	13'-0"	10-9 ¾	4'-4"	6-8	8"	1-2	1-2	12"	15"	3-2	1-5	3-¾"ϕ	2"; 6@6; 4@11; 4@18	3-¾"ϕ
12'-0"	14'-0"	11-7 ¾	4'-9"	7-3	8"	1-7	1-6	12"	15"	3-4½	1-8	3-⅞"ϕ	2"; 2@4; 4@6; 3@8; 3@12; 4@18	4-¾"ϕ

DATE	REVISIONS and/or ADDITIONS	
Sept. 1949		Sight Posts
Sept. 1953		Metal Sight Posts
Mar. 1954	Metal Sight Posts	
April 1954		Elliptical Inlet
Oct., 1954 Aug., 1955	Metal Sight Posts	Metal Guard Rail

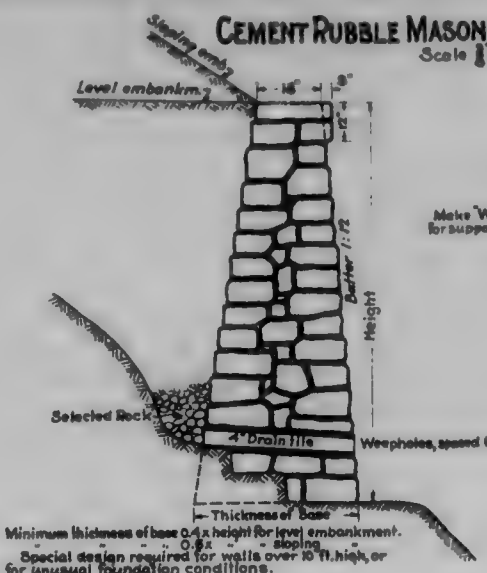
...metal pipe is used, the seams and ...shall be close riveted and soldered; ...l be made water-tight by placing ... burlap under the coupling bands. ...pe is used, joints shall be made ... mortar collars constructed as ...ail below.

...CEMENT MORTAR COLLAR
...ue & Groove Concrete Pipe

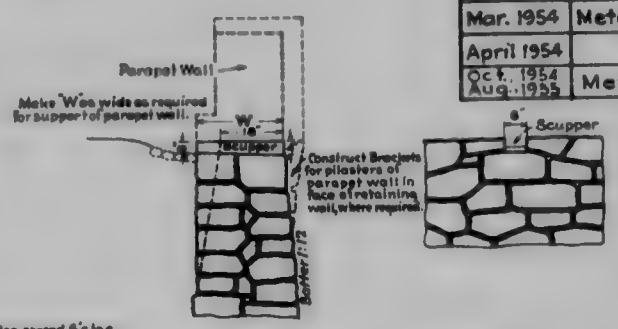


END VIEW

CEMENT RUBBLE MASONRY RETAINING WALL
Scale 1" = 1ft.



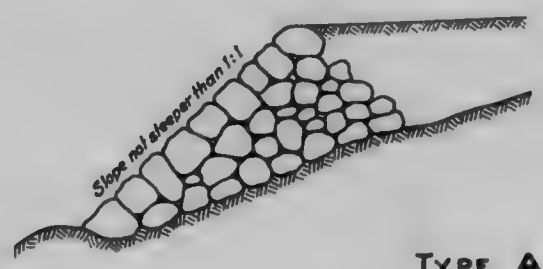
Minimum thickness of base 0.4 x height for level embankment.
" " " 0.6x " " sloping
Special design required for walls over 10 ft. high, or for unusual foundation conditions.


Parapet Wall
Make "W" as wide as required for support of parapet wall.
W
Scupper
Construct Brackets for pilasters of parapet wall in face of retaining wall, where required.
Batter 1:12
Scupper

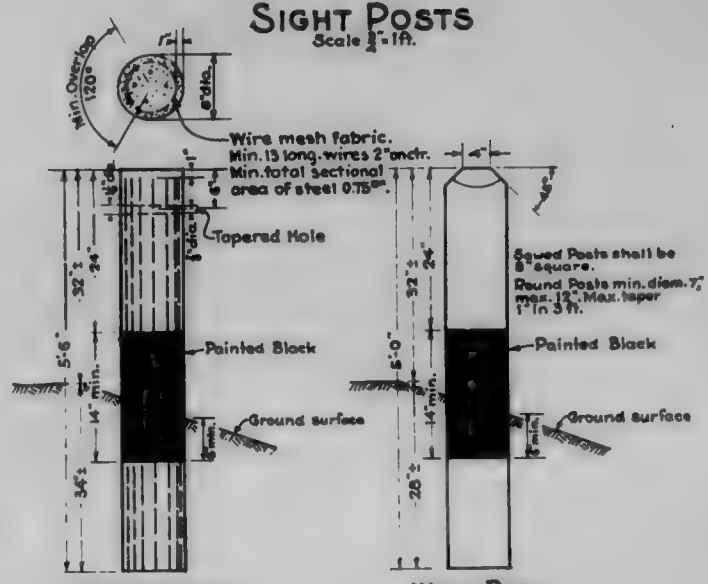
Where parapet wall is to be constructed on top of retaining wall, Scuppers as shown shall be built into retaining wall, spaced about 30' c. to c. Coping to be omitted.

DETAIL of TOP of RETAINING WALL
On which Parapet Wall is to be constructed

HAND PLACED ROCK SLOPE
No Scale



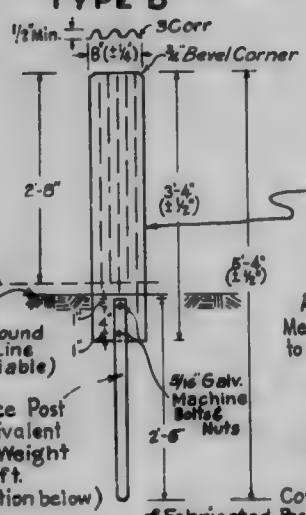
SIGHT POSTS
Scale 1" = 1ft.


Min. Overlap 120°
Wire mesh fabric. Min. 13 long. wires 2" on ctr. Min. total sectional area of steel 0.75 sq. in.
Tapered Hole
Painted Black
Ground surface
Sawed Posts shall be 8" square.
Round Posts min. diam. 7", max. 12". Max. taper 1" in 3 ft.

CONCRETE POST
Adopted Sept. 1949.

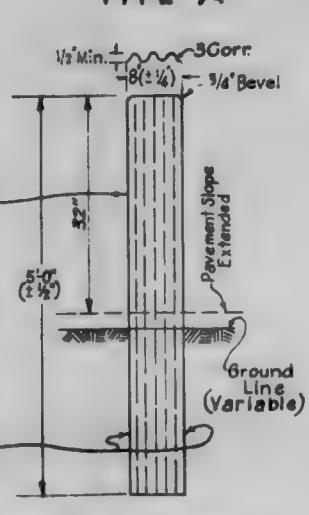
WOOD POST

TYPE B



"U" Shaped Fence Post Material or equivalent Painted. Min. Weight 1.33 lbs per ft. (See Typical Section below)

TYPE A



Standard 166a. Galv. Corr. Metal (To conform to AASHO. Designation: M-36)

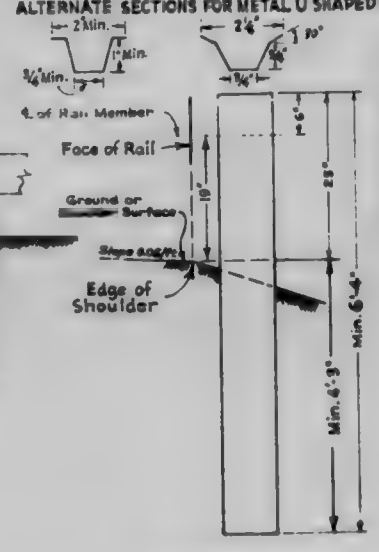
All Corrugated Metal Members in any Shipment to be identical in width

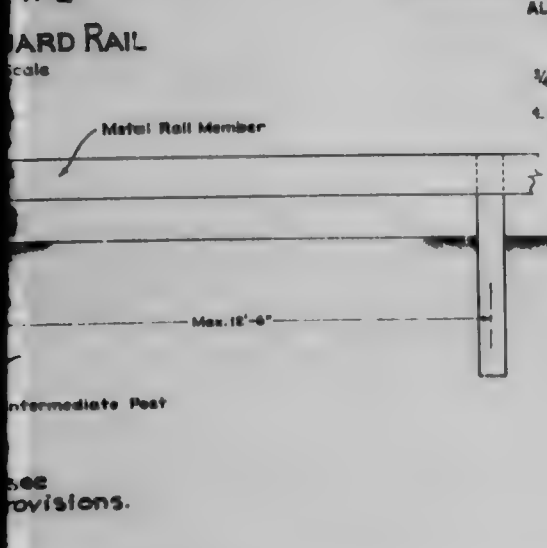
Side cuts to beat crests or low points of corrugations

Corr. Metal portion of Fabricated Post when resting on plane surface not to vary therefrom more than 1/2" at any point.

METAL SIGHT POSTS
Scale: 3/4" = 1 ft.

ALTERNATE SECTIONS FOR METAL "U" SHAPED POST

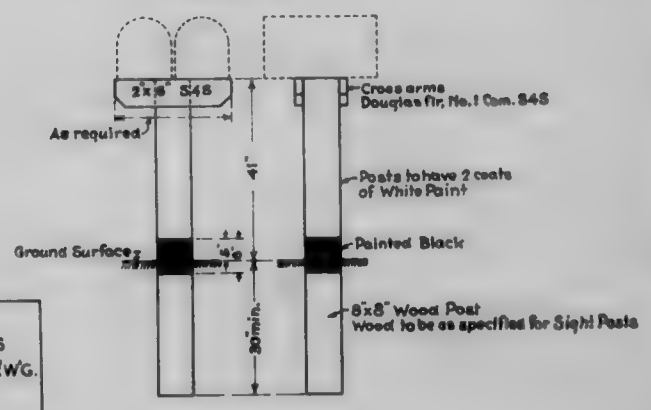




Intermediate Post

POST INSTALLATION

MAIL BOX POST
Scale 1/2" = 1 ft.



NOTE
THE SCALE OF THIS PRINT IS 1/2 THAT OF THE ORIGINAL DRW'G.
FOR EXAMPLE:
INDICATED SCALE 3/4" = 1'-0"
SHOULD BE READ 3/8" = 1'-0".
INDICATED SCALE 1" = 10'-0"
SHOULD BE READ 1" = 20'-0"

OREGON STATE HIGHWAY DEPARTMENT

Details of

MISCELLANEOUS STRUCTURES
FOR INTERURBAN PROJECTS

Scales: As Shown Aug., 1940

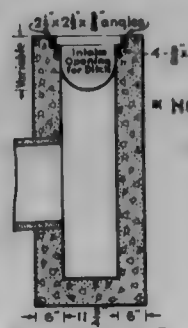
DRG. No. 2051

TCH BASIN

NOTE:
* Catch Basin shown is for location in ditch.
Grating: ½"x2" W.I. bars, 2" c. to c., riveted to ¼"x2" W.I. side bars through ½"x¾" holes.
Overall dimensions of Grating 18½" x 36"
Inside - - Frame 18" x 36½"

For catch basins in streets, or not requiring a fine mesh, the thickness of the bottom slab may be reduced to 6" and the grating omitted, at the option of the Engineer.

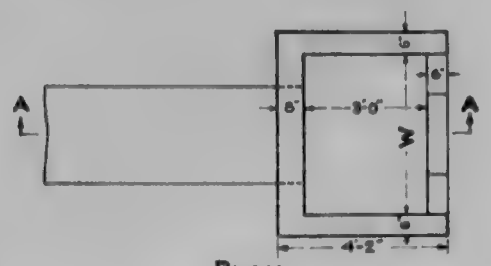
D = 6" for catch basin connected to culvert
D = 12" - C.B. connected to sewer on paved street.
D = 24" - - - - - unpaved - or partly paved street, or other unpaved area.
(D = 24" on all streets in City of Portland)



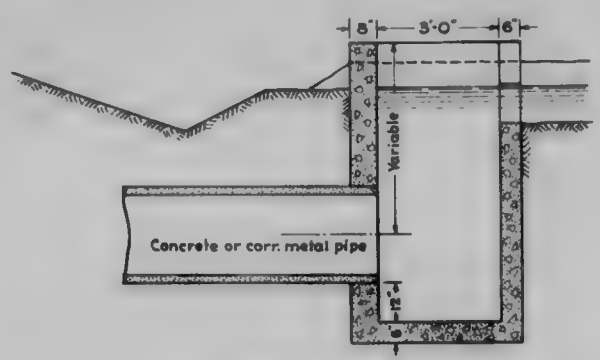
* NOTE:
A fillet weld, on each side of each cross bar, may be substituted for riveting to side bars.

SECTION B-B

NOTE
All Concrete to be "Class A"



PLAN



SECTION A-A

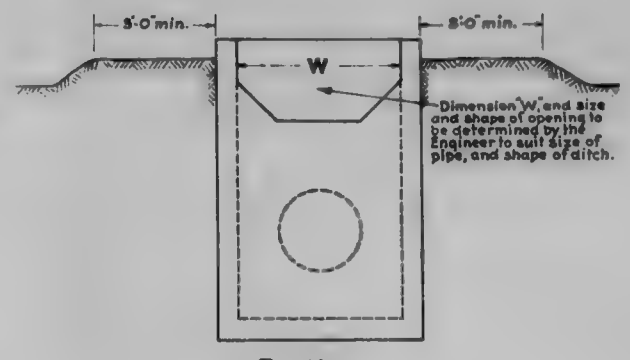
SIPHON

Scale ¼" = 1ft.

NOTE:
If corrugated metal pipe is used, the seams and factory joints shall be close riveted, and soldered; field joints shall be made watertight by placing asphalt treated burlap under the coupling bands.
If concrete pipe is used, joints shall be made watertight by mortar collars constructed as shown on detail below.

DETAIL of CEMENT MORTAR COLLAR

For Tongue & Groove Concrete Pipe


5'-0" min.
5'-0" min.
W
Dimension "W" and size and shape of opening to be determined by the Engineer to suit size of pipe, and shape of ditch.

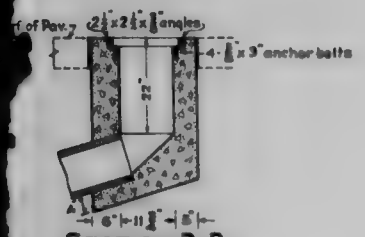
END VIEW

TCH INLET

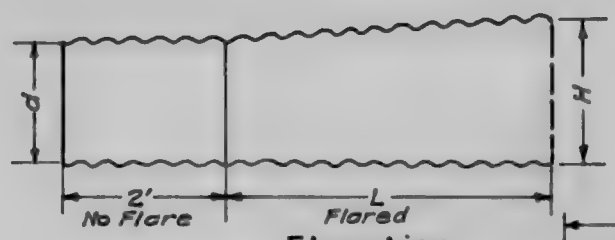
ft.

NOTE:
* Grating: ½"x2" W.I. bars, 2" c. to c., riveted to ¼"x2" W.I. side bars through ½"x¾" holes.
Overall dimensions of Grating 18½" x 32"
Inside - - Frame 18" x 32½"

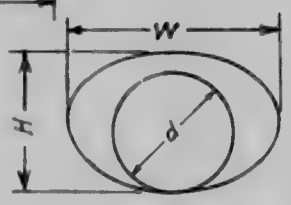
romolded filler



SECTION B-B



Elevation



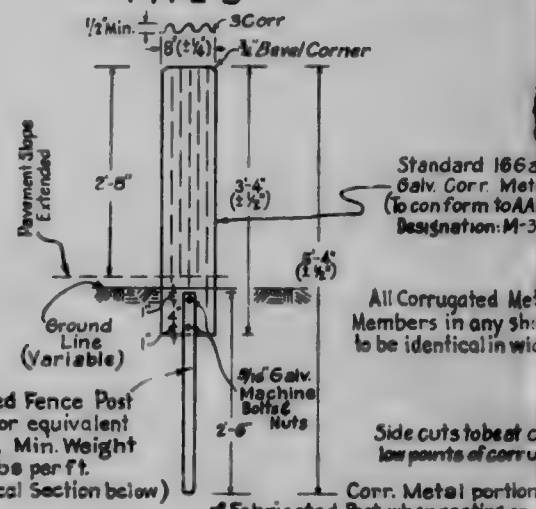
End View

FLARE TABLE				
Pipe Dia d	W	H	L	Gage
15"	27"	18"	4'	16
18"	31"	21"	4'	16
24"	43"	27"	4'	16
30"	50"	32"	4'	16
36"	55"	40"	4'	14
42"	62"	47"	6'	14
48"	71"	54	6'	14
54"	76"	61"	6'	14
60"	85"	68"	6'	12
72"	100"	80"	6'	12

NOTES
Use standard band for connection.
Dimensions W and L subject to manufacturing tolerances.

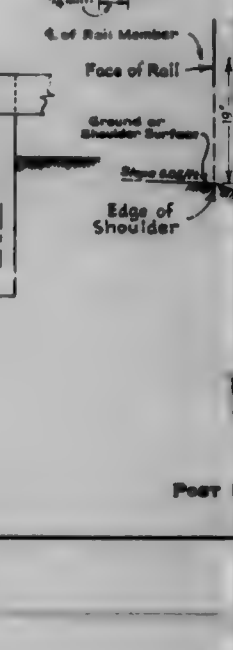
DETAIL of ELLIPTICAL INLET for CORR. METAL PIPE

TYPE B



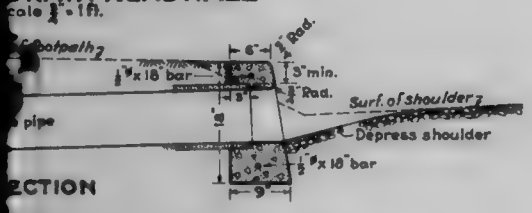
"U" Shaped Fence Post
Material or equivalent
Painted. Min. Weight
1.33 lbs per ft.
(See Typical Section below)

HAND PLAC

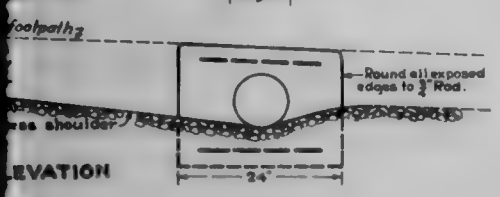


DRAIN HEADWALL

Scale ¾" = 1ft.



SECTION



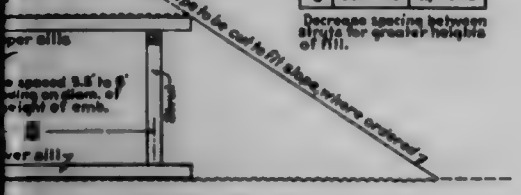
ELEVATION

ED METAL PIPE STRUTTING

42" or over in Diam.
No Scale

STRUT SPACING		
S	Dia. of Pipe	Ht. of Fill
6'	48"	20' to 30'
6'	54" to 66"	up to 30'
6'	72" to 84"	up to 20'
6'	90" & 96"	up to 10'

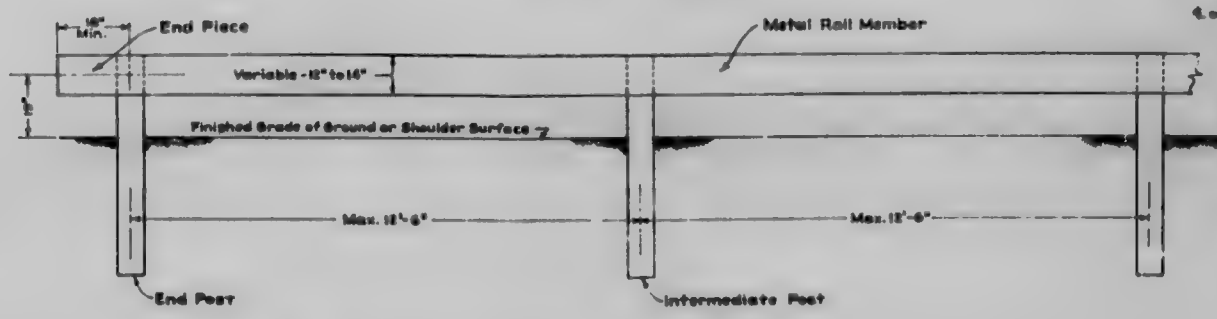
Decrease spacing between struts for greater heights of fill.



LONGITUDINAL SECTION

METAL GUARD RAIL

No Scale

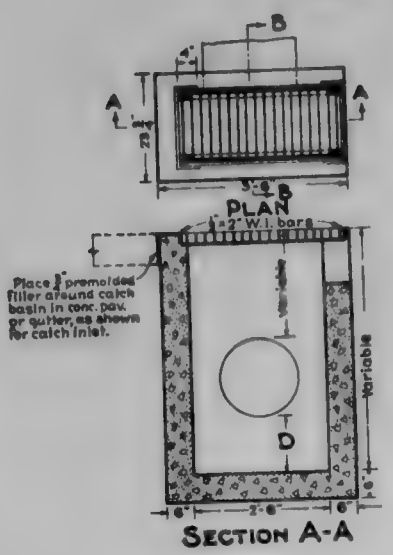


NOTE:
For details of Materials and Erection see Standard Specifications and Special Provisions.

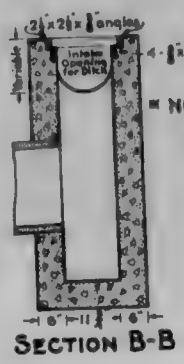
Post

CONCRETE CATCH BASIN

Scale ½"=1ft.



SECTION A-A



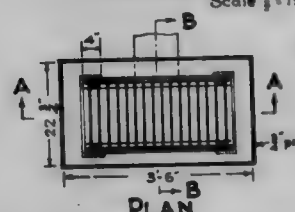
SECTION B-B

NOTE:
Catch Basin shown is for location in ditch.
Grating: ½"x2" W.I. bars, 2" c. to c., riveted to ½"x2" W.I. side bars through ½"x¾" holes.
Overall dimensions of Grating 18½"x36"
Inside " " Frame 18"x36½"
For catch basins in streets, or not requiring a side inlet in ditch, omit slot and top as shown for catch inlet.
D = 8" for catch basin connected to culvert
D = 12" " " connected to sewer on paved street,
D = 24" " " " " " or partly paved street, or other unpaved area.
(D = 24" on all streets in City of Portland)

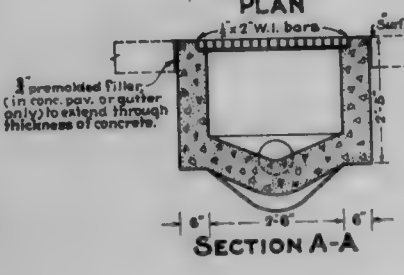
* NOTE:
⅜" fillet welds, on each side of each cross bar may be substituted for riveting to side bars.

CONCRETE CATCH INLET

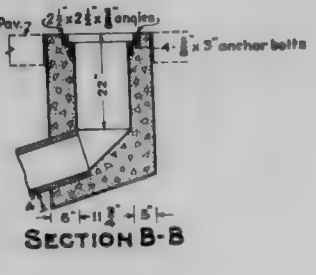
Scale ½"=1ft.



NOTE:
* Grating: ½"x2" W.I. bars, 2" c. to c., riveted to ½"x2" W.I. side bars through ½"x¾" holes.
Overall dimensions of Grating 18½"x32"
Inside " " Frame 18"x32½"



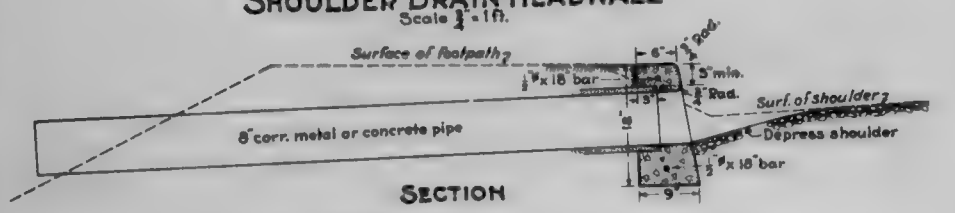
SECTION A-A



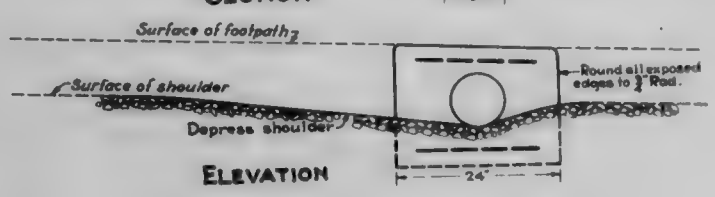
SECTION B-B

SHOULDER DRAIN HEADWALL

Scale ¼"=1ft.



SECTION



ELEVATION

DESIGN for CORRUGATED METAL PIPE STRUTTING

For Pipes 42" or over in Diam.

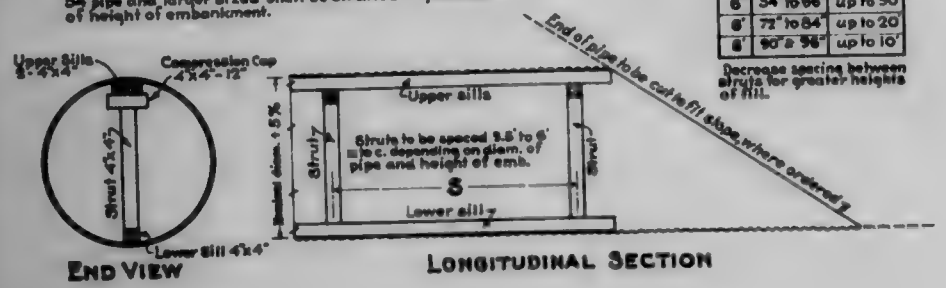
No Scale

NOTE:
42" pipe shall be strutted if emb. over pipe is more than 50'
48" " " " " " " " 20'
54" pipe and larger sizes shall be strutted regardless of height of embankment.

STRUT SPACING

S	Dia. of Pipe	Ht. of Fill
5'	48"	20' to 30'
6'	54" to 66"	up to 30'
8'	72" to 84"	up to 20'
8'	90" & 96"	up to 10'

Decrease spacing between struts for greater heights of fill.


Upper Sills 8"x4"x4'
Compression Cap 4"x4"-12"
Strut 4"x4"
Lower Sill 4"x4"
Upper sills
Struts to be spaced 5.5' to 8' c. to c. depending on diam. of pipe and height of emb.
S
Lower sill
Struts
End of pipe to be cut to fill slope, where ordered

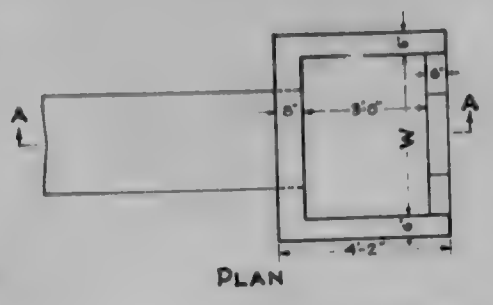
END VIEW

LONGITUDINAL SECTION

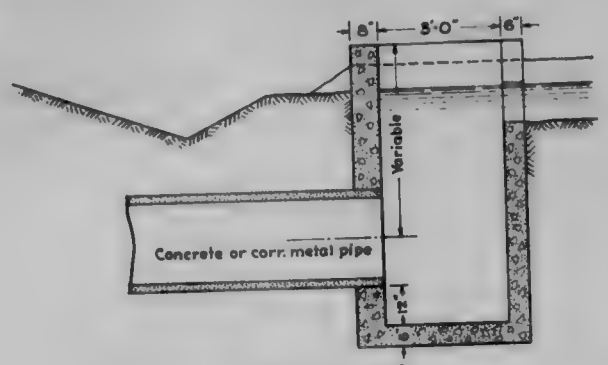
NOTE
All Concrete to be "Class A"

SIPHON

Scale ⅛"=1ft.



PLAN

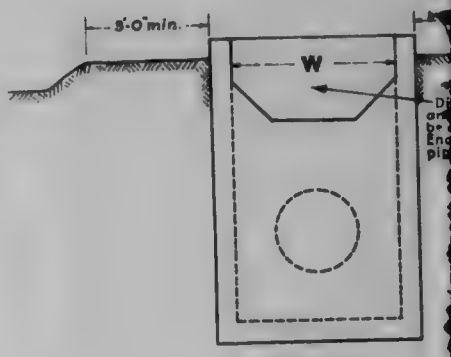


SECTION A-A

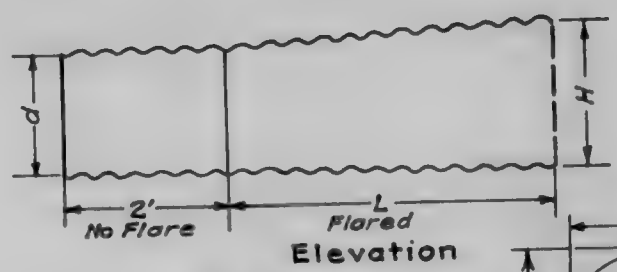
NOTE:
If corrugated metal pipe is used, the seams factory joints shall be close riveted and solde field joints shall be made watertight by pla asphalt treated burlap under the coupling w
If concrete pipe is used, joints shall be m watertight by mortar collars constructed shown on detail below.

DETAIL of CEMENT MORTAR C

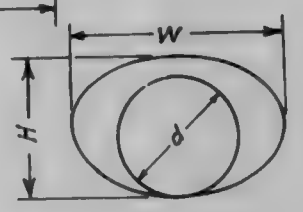
For Tongue & Groove Concrete Pip



END VIEW



Elevation



End View

FLARE TABLE

Pipe Dia d	W	H	L	Gage
15"	27"	18"	4'	16
18"	31"	21"	4'	16
24"	43"	27"	4'	16
30"	50"	32"	4'	16
36"	55"	40"	4'	14
42"	62"	47"	6'	14
48"	71"	54	6'	14
54"	76"	61"	6'	14
60"	85"	68"	6'	12
72"	100"	80"	6'	12

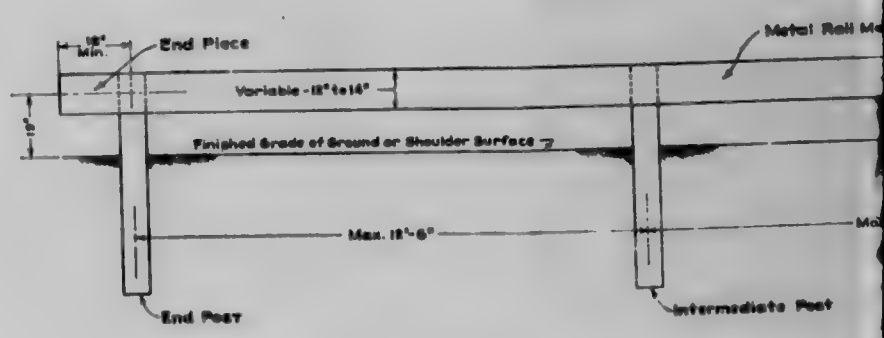
NOTES
Use standard band for connection.
Dimensions W and L subject to manufacturing tolerances.

"U" Shaped F
Material or c
Painted. M
1.33 lbs p
(See Typical S

DETAIL of ELLIPTICAL INLET for CORR. METAL PIPE

METAL GUARD RAIL

No Scale



NOTE:
For details of Materials and Erection see Standard Specifications and Special Provisions.

33-[illegible]	Columbia River-Dufur Rock Production Project on The Dalles-California Hwy.	1955
4573		

RECEIVED
FEB 20 1957
W.C. Williams

February 18, 1957

FINAL COST ANALYSIS

Columbia River-Dufur Section
Contract No. 4573
23-8308
4513

The Dalles-California Highway
Prefix: 33-8308

Rock Production
C & W Crushing Company, Contractors
M. D. Glenn, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-½" Crushed Material in Stockpile	1,145	Cu. Yd.	$2.24	$2.26	$ 2,588.91	$ 2,564.80
½"-¼" Crushed Material in Stockpile	2,124.9	Cu. Yd.	2.24	2.26	4,806.35	4,759.78
¼"-0 Crushed Material in Stockpile	1,079.1	Cu. Yd.	2.24	2.26	2,439.82	2,417.18
¼"-#10 Crushed Material in Stockpile	966.6	Cu. Yd.	2.24	2.26	2,185.21	2,165.18
3/8"-0 Crushed Material in Stockpile	5,241	Cu. Yd.	2.24	2.00	10,471.77	11,739.84
S.P. Screen Rejects in Stockpile	42.6	Cu. Yd.	0.25	0.25	10.65	10.65
S.P. Haul Adj. Favor of State	483	Yd. Mile				- 48.30
					714.63	944.07
Force Account					$23,217.34	$24,553.20
Aggregate Produced for Other Projects:						
Emerson Loop Section	7,779	Cu. Yd.	$1.975	$2.12	$16,473.20	$15,363.53
Boyd-Dufur Section	6,693	Cu. Yd.	1.65	1.70	11,396.33	11,043.45
					$27,869.53	$26,406.98
				TOTAL	$51,086.87	$50,960.18

Total Cost	$51,086.87
Gross Revenue	50,960.18
Net Loss	$ 126.69

Net Loss Equals 0.25% of the Gross Revenue

Contract No. 4573

DETAIL OF COSTS

Labor:		
Labor	$12,505.69	
Labor Insurance	869.15	
Health and Welfare	386.70	
		$13,761.54
Equipment Rental and Misc. Supplies:		
Equipment Rental, Owned	$13,960.40	
Equipment Rental, Hired	13,769.19	
Gas, Oil, and Grease	2,642.75	
Explosives and Drill Steel	2,967.29	
P. L. and P. D. Insurance	106.82	
Freight and Cartage	1,904.06	
Bond	147.32	
Small Tools and Misc. Supplies	298.70	
Home Office and General Overhead	1,528.80	
		$37,325.33
T O T A L COST		$51,086.87

BREAKDOWN OF CRUSHING COST

	Quantity	Unit	Unit Cost	Total Cost	
Contract No. 4573:					
Drill and Shoot	10,556.6	Cu. Yd.	$0.327761	$3,460.05	
Move In and Set Up	10,556.6	Cu. Yd.	0.171861	1,814.28	
Feed Crusher	10,556.6	Cu. Yd.	0.466556	4,925.24	
Crushing	10,556.6	Cu. Yd.	0.736547	7,775.43	
Haul to S.P.	8,082.3	Cu. Yd.	0.414926	3,353.56	
S.P.	8,082.3	Cu. Yd.	0.145274	1,174.15	
Force Account				714.63	$23,217.34
Contract No. 4570 - Emerson Loop:					
Drill and Shoot	7,779.0	Cu. Yd.	$0.327761	$2,549.65	
Move in and Set Up	7,779.0	Cu. Yd.	0.171861	1,336.90	
Feed Crusher	7,779.0	Cu. Yd.	0.466556	3,629.34	
Crushing	7,779.0	Cu. Yd.	0.736547	5,729.60	
Haul to S.P.			0.414926	3,227.71	$16,473.20
County -- Boyd-Dufur Section:					
Drill and Shoot	6,693.0	Cu. Yd.	$0.327761	$2,193.70	
Move in and Set Up	6,693.0	Cu. Yd.	0.171861	1,150.26	
Feed Crusher	6,693.0	Cu. Yd.	0.466556	3,122.66	
Crusher	6,693.0	Cu. Yd.	0.736547	4,929.71	
Cost in Bunker, (County hauled material to S.P.)					$11,396.33
T O T A L C O S T					$51,086.87

Remarks:

This was a "State Project" calling for the crushing and stockpiling of 10,000 cubic yards for maintenance. The contract was bid November 3, 1955 and awarded December 16, 1955. Work started January 10, 1956 and was completed July 28, 1956. Final received October, 1956.

The contractor used the State-controlled quarry located on the easterly side of and adjacent to The Dalles-California Highway at Mile Point 8.0.

The contractor moved in his drilling crew and started drilling the quarry January 10. Drilling was completed March 10, and the quarry was shot May 26. The quarry, being of a plate rock formation, broke small. After the quarry was shot the contractor moved in his semi-portable crushing plant May 28 and was set up and started to crush June 7. Working one 9-hour shift, the crushing plant ran very efficiently with only minor delays to change screens and repairs. The following equipment was used to work this contract: one 3/4-yard shovel and two 5-yard trucks were used to lad and haul to crusher, six 6-yard hired trucks were used to haul to stockpile, one D-7 cat and dozer was used to prepare stockpile sites and to shape stockpiles.

From this source materials were produced for this contract, Contract No. 4570, and for the County, with approximately 25,028.6 cubic yards crushed in 508 hours operating time for an average of 49.3 cubic yards per hour. On the short haul the contractor, having all hired trucks, had to keep them on in order to have them when needed for the long haul. A pile up of trucks would occur and, being paid by the hour, a high cost of hauling is shown. 2,474.3 cubic yards of 3/8"-0 sanding material was hauled by State forces.

The contractor shows a small loss on the total amount of material produced, but a profit was realized on the main contract of 5.44%.

M. N. Juve
Chief Cost Analyst

By

C. E. Layton

RECEIVED
DEC 21 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) November 1, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4573	Final	C & H Crossing Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23611	[illegible]	$ [illegible]	11/1/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: June 30, 1956

Time Extensions: to July 31, 1956

Completion Date: July 28, 1956

Date Accepted: Dec. 17, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-20-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 20 1956

Ruth Rawlings

HOLD ON CARD

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OCT 22 1956
FOR FILING

13-120

4573

October 19, 1956

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4573 for rock production on the Columbia River-Dufur Section of The Dalles-California Highway in Wasco County was completed by the contractor, C & W Crushing Company, on July 28, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $761.53 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $24,553.20, of which amount $944.07 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Maryland Casualty Co.
Martin Knutsen & Son
189 12th Street
Astoria, Oregon

NOTED ON CARD

RECEIVED
OCT 4 1956
FOR FILING

4573

October 4, 1956

CERTIFIED MAIL

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C & W Crushing Co. on contract No. 4573, for rock production on the Columbia River-Dufur Section of the The Dalles-California Highway in Wasco County. This payment, in the amount of $2,063.67, will be released to the contractor on or after October 15, 1956. The retained percentage is $$735.83.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Martin Knutsen & Son, Agent
Maryland Casualty Co.
189 12th Street
Astoria, Oregon

NOTED ON CARD

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AUG 30 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF CO[illegible]

August 29, 1956

C & W Crushing Co.
Hamlet Route, Box 45
Seaside, Oregon

Gentlemen:

The State Highway Commission at its meeting held on August 16 had under discussion your request for an extension of time from June 30, 1956 to July 31, 1956 within which to complete your contract No. 4573, for rock production on the Columbia River-Dufur Section of the The Dalles-California Highway in Wasco County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dean Swift,
Division Engineer

Mahlon Glenn,
Resident Engineer

Tom Edwards,
Construction Engineer

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AUG 20 1956
FOR FILING

4573

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
August 14, 1956

SUBJECT: City of The Dalles Request for 5,500 cu. yds. of rock.

To: Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

NOTE
W. C. WILLIAMS

Attention: Mr. L. H. Young

Please be advised that the contractor on the Columbia River-Dufur Rock Production Project is finished and moved awayfrom the quarry site. I understand from our Maintenance Superintendent at The Dalles that the city of The Dalles has withdrawn its request for 5,500 cubic yards of rock from this source and will possibly ask for the same amount of rock from Vernie Jarl when he gets into operation on his rock production project at Maryhill. If The Dalles does make a request from the Maryhill source, I presume it will be in order to allow them this material.

DEAN SWIFT
Division Engineer

DS:mm
cc: Mr. W. C. Williams

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AUG 15 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 13 1956
FOR FILING
33.8308
458

A

August 10, 1956

Mr. J. R. Kalinoski
Assistant City Engineer
City Hall
The Dalles, Oregon

Dear Sir:

This letter will confirm our telephone conversation of August 3 granting you permission to use 5,500 cubic yards of rock from our quarry six miles south of The Dalles on the The Dalles-California Highway, this quarry being located in the South half of the Southeast quarter of Section 21, Township 1 North, Range 14 East.

You will have to make your own arrangements with Mr. Jeb Wilson for the production of this material.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

H. C. Williams
Deputy State Highway Engineer

cc Mr. Jeb Wilson
Valley View Trailer Court
The Dalles, Oregon

Interstate Paving Co.
500 W. 9th Street
The Dalles, Oregon

Mr. Tom Edwards

LHY:ep fn

FORM S-80X—50M—11-55—80238

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9, 1956

SUBJECT: Columbia River-Dufur
Rock Production
Contract No. 4573

To:
Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

This letter is to inform you that permission has been granted to the City of The Dalles to use 5500 cubic yards of rock from the quarry six miles south of The Dalles on The Dalles-California Highway. This is the quarry shown on drawing 1R-2-910 and is in the S½ of the SE¼ of Section 21, T 1 N, R 14 E.

The city is to make their own arrangements with our contractor on this project for the production of this material.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Asst. Construction Engineer

LHY:ep

cc - Mr. W. C. Williams

Mr. Williams:

Rough draft is attached for confirmation to Mr. Kalinoski.

LHY

RECEIVED
AUG 9 1956
OFFICE OF
STATE HIGHWAY ENGINEER

ASSIGNMENT

Date: August 7, 1956 No. 6650 By WCW

Description: Letter of August 3 by J. R. Kalinoski, Assistant City Engineer of The Dalles, relative to crushing of 5,500 cubic yards of ~~xxx~~ rock by Jeb Wilson for Interstate Paving Company of The Dalles.

Acknowledged by____ Referred to Cooper

__Investigate and report with recommendation
XX Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks: I have approved this verbally.

WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 8-9-56 Report Received_____

The Pacific Northwest
DALLES CITY
OREGON

CITY HALL THE DALLES, OREGON

August 3, 1956

ineer
nt

PLEASE RETURN TO
W. C. WILLIAMS

onfirm our telephone conversation of crushing of 5500 cubic yards of rock Paving Company of The Dalles,

d about 6 miles south of U.S. 30 on and the product will be used by their contract with Dalles City for reets.

We are assuming that this letter will suffice for the present, and that a permit will be issued upon your receipt of this letter.

Very truly yours,

J. R. Kalinoski,
Asst. City Engineer

JRK:mls

cc: Jeb Wilson
Valley View Trailer Court
The Dalles, Oregon

Interstate Paving Co.
500 W. 9th Street
The Dalles, Oregon

RECEIVED
1956
STATE HIGHWAY COMMISSION

OFFICE OF City Engineer

The Hub of the Pacific Northwest
DALLES CITY
OREGON

CITY HALL THE DALLES, OREGON

August 3, 1956

Mr. W. C. Williams
First Ass't State Highway Engineer
Oregon State Highway Department
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Dear Mr. Williams:

This letter is to confirm our telephone conversation of this morning relative to the crushing of 5500 cubic yards of rock by Jeb Wilson for Interstate Paving Company of The Dalles.

This rock is located about 6 miles south of U.S. 30 on the Dufur Highway (U.S. 197), and the product will be used by Interstate Paving Company on their contract with Dalles City for the improvement of various streets.

We are assuming that this letter will suffice for the present, and that a permit will be issued upon your receipt of this letter.

Very truly yours,

J. R. Kalinoski,
Asst. City Engineer

JRK:mls

cc: Jeb Wilson
Valley View Trailer Court
The Dalles, Oregon

Interstate Paving Co.
500 W. 9th Street
The Dalles, Oregon

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AUG 1 1956
OREGON
STATE HIGHWAY COMMISSION

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AUG 3 1956
FOR FILING

32-8308

4573

August 2, 1956

Request for extension of time
No. 13
August 16 and 17 meeting

Oregon State Highway Commission

Gentlemen:

Herewith a request from the C & W Crushing Company for an extension of time on the Columbia River-Dufur Rock Production, Contract No. 4573, from June 30, 1956 to July 31, 1956.

It was the State's obligation to provide a bridge across Eight Mile Creek to provide access to the quarry. The State bridge crews were delayed in completing this bridge, and to a certain extent, therefore, the contractor was delayed. We have suffered no inconvenience nor added expense, and I would recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

Encl.

cc Mr. Forrest Cooper

EAP:of:gm

Form E-1—1034—10-55

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

33-8308
4573

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 28, 1956, 19

Section Columbia River - Dufur

Highway The Dalles - California

Contractor C.& W. Crushing Co.

Date of contract Dec. 16, 1955, 19

Date work started Jan. 10, 1956, 19

Project authorization $26,887.50
Exclusive of Engineering $24,975.50

Kind of work Rock Production

Section prefix 33-8308

Contract number 4573

Date of completion June 30, 1956, 19

Estimated date of completion July 28, 1956, 19

Per cent of time elapsed 114 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 24,975

Estimated per cent overrun or underrun . . . . . - - %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization $1,912.00

Engineering cost to date $ 1,900, 99 %

Date project was completed July 28, 1956, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed crushing for this project Thursday and changed screens to produce rock for the Boyd Junction-Dufur FAS project.

Shaped up stockpiles, ready for remeasure, Saturday.

FINAL REPORT.

NOTED
TOM EDWARDS

NOTED
L. H. Young

NOTED
C. E. PAULSEN

NOTED
V. D. WOLFE

RECEIVED

NOTED
R. D. ASBURRY

Signed A. V. Bundurant

Address P.O. Box 420, The Dalles.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 89712

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			10,000 C.Y.		
Total quantities corrected to date			-do-		
Estimated quantities moved or placed to date			10,000 C.Y.		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			12		
Average force on project for week			6		
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....1...., Power graders ....., Rollers....., Mixers ....., Crushing or screening plants ....1.....

Compressors ....., Bulldozers ....1...., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Calm-Warm		
Monday	Calm-Warm		
Tuesday	Calm-Warm		
Wednesday	Windy		
Thursday	Windy		
Friday	Windy		
Saturday	Windy		

NOTED
R. D. ASHBURY

	GRADING	SURFACING	MAINT. ANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			10,000 C.Y.		
Total quantities corrected to date			-do-		
Estimated quantities moved or placed to date			10,000 C.Y.		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			12		
Average force on project for week			6		
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels .....1....., Power graders ....., Rollers....., Mixers ....., Crushing or screening plants .....1.....

Compressors ....., Bulldozers .....1....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Calm-Warm		
Monday	Calm-Warm		
Tuesday	Calm-Warm		
Wednesday	Windy		
Thursday	Windy		
Friday	Windy		
Saturday	Windy		

NOTED
J. J. ASHBURY

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JUL 24 1956
FOR FILING

FORM E-30X—50M—11-55—90825
33-8308
4573

4

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1956

SUBJECT: Columbia River-Dufur
The Dalles-California
Contract No. 4573

To:
Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Report No. 395603, dated July 18, 1956 showing for the 3/8"-0 crushed rock being produced by C & W Crushing Company a 10.7 percent excess of material retained on the 3/8-inch screen.

Slight discrepencies have occurred in the past in crushed aggregate being produced on this job and all have been corrected. It is suggested that, if possible, site screening be done at these problem quarries. Forms for this purpose are enclosed.

Will you please instruct the resident engineer to have the contractor adjust his plant and quarry operations so that material meeting the specifications are produced.

Also, will you please have the resident engineer submit samples of the corrected aggregate, as soon as possible, so marked that it is clear they represent improved material.

Forrest Cooper
Construction Engineer

By L. N. Young

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
JUL 26 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 10 1956
FOR FILING

33-8308
4573

January 10, 1955

C & W Crushing Co.
Hamlet Route, Box 45
Seaside, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4573, which was awarded to you on December 16, 1955, for rock production on the Columbia River-Dufur Section of The Dalles-California Highway in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
DEC 16 1955
FOR FILING

33.1308
4573

December 16, 1955

C & W Crushing Co.
Seaside, Oregon

Gentlemen:

The State Highway Commission on November 3, 1955 accepted your proposal for the Columbia River-Sufur Bank Production Project on The Dalles-California Highway in Wasco County for the sum of $22,400.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4573.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

By

cc Mr. R. G. Savage (SIAC)
Mr. Forrest Cooper
Mr. S. H. Probert
Pacific Builder & Engineer, Inc.

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
December 16, 1955
10:30 a.m.

C & W Crushing Co.
Seaside, Oregon

Contract for Columbia River-Dufur Rock Production Project on The Dalles-California Highway, Wasco County, for which you submitted low bid on November 3, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CC Confirmation
Accounting (5003-900)
Files
C. W. Head

15-1611 Medford Traffic Signals 195?
at Riverside Ave. & Pacific
[illegible]way

OREGON STATE HIGHWAY DEPARTMENT

(date)

July 10, 1956

15.164
4574

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4574	2-Final	Stesok Electric Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
13768	B-154708	$ 1,155.00	7/10/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: March 31, 1956

Time Extensions: to May 31, 1956

Completion Date: May 15, 1956

Date Accepted: Aug. 16, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-21-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 21 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
JUL 2 1956
FOR FILING

15-4
4-574

June 29, 1956

CERTIFIED MAIL

Maryland Casualty Company
Baltimore 3,
Maryland

Gentlemen:

State highway contract No. 4574 for work performed on the Medford (Riverside & Stewart Avenues) Section of the Pacific Highway in Jackson County was completed by the contractor, Steeck Electric Company, on June 15, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,155.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $6,600.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By _____
Secretary

rn

cc - Maryland Casualty Company
P. [illegible]. Fowler
Equitable Bldg.
Portland, Oregon

NOTED ON CARD

6-29-56
m

FORM S-120 50M REVISED 5-55

RECEIVED
MAY 4 - 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN, Coos Bay
CHAS. H. REYNOLDS, MEMBER, La Grande
M. K. McIVER, MEMBER, Portland
H. B. GLAISYER, SECRETARY

STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK, STATE HIGHWAY ENGINEER
W. C. WILLIAMS, 1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER, 2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD, CHIEF COUNSEL

May 3, 1956

Steck Electric Co.
633 Stephens St.
Roseburg, Oregon

Gentlemen:

The State Highway Commission at its meeting held on April 26 had under discussion your request for an extension of time from March 31 to May 31, 1956 within which to complete your contract No. 4574, for traffic signal installation on the Medford (Riverside & Stewart Avenues) Section of the Pacific Highway in Jackson County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

P. M. Oakley,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
APH 18 1956
FOR FILING

April 13, 1956

Request for extension of time
No. 2
April 25 and 27 meetings

Oregon State Highway Commission

Gentlemen:

Re: Medford Traffic Signals
(Riverside & Stewart Avenues)
Contract No. 4574

Steele Electric Company, contractor on the Medford Traffic Signals on the Pacific Highway in Jackson County, has requested an extension of time from March 31, 1956, to May 31, 1956, in which to complete the contract.

Delay in the arrival of material prevented the starting of this job until April 3. The contractor plans on having all work completed within the 60-day time extension requested.

It is recommended that this extension be granted without penalty. This is a state project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/dp
Attached

RECEIVED
JAN 21 1956
FOR FILING

15-1611
4574

January 24, 1956

Steeck Electric Company
633 S. E. Stephens St.
Roseburg, Oregon

Gentlemen:

We enclose herewith for your files three fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4574, covering Medford (Riverside & Stewart Avenues) Section traffic signal installation in Jackson County, awarded December 16, 1955.

Contract No. 4581, covering the Rock Point-Medford Section illumination installation on the Pacific Highway in Jackson County, awarded December 19, 1955.

Contract No. 4582, covering illumination installation on the Willamette Highway Junction Section of The Dalles-California and Willamette Highways in Klamath County, awarded December 19, 1955.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
DEC 16 1955
FOR FILING

15-16 11
4574

December 16, 1955

Steeak Electric Co.
119 North Stephens
Roseburg, Oregon

Gentlemen:

The State Highway Commission on November 9, 1955 accepted your proposal for the Medford Traffic Signals at Riverside Avenue and Pacific Highway in Jackson County for the sum of $6,600.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4574.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

By

cc Mr. R. G. Savage (SIAC)
Mr. Forrest Cooper
Mr. S. H. Probert
Mr. P. M. Stephenson
Pacific Builder & Engineer, Inc.

NOTED
J. Mc C.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

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WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Steese Electric Co.
119 North Stephens
Roseburg, Oregon

Salem, Oregon
December 16, 1955
9:15 a.m.

Contract for Medford Traffic Signals, Jackson County, for which you submitted low bid on November 3, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Confirmation
Accounting (5003-900)
Mr. C. W. Head
Files

S-[illegible]6(3) East Unit, cMinnville Airport 1955
Dayton Jct. Sec. of the Three
#4575 Mile Lane Secondary Hwy.

RECEIVED
NOV 1959

FORM E-20X—50M—2-59—18180

FOR FILING
S 96(3)
4275

OREGON STATE HIGHWAY DEPARTMENT

Salem, Oregon

INTER-DEPARTMENTAL CORRESPONDENCE

October 30, 1959

To: W. C. Williams
State Highway Engineer
BUILDING

SUBJECT: Before and After Traffic Data
McMinnville Airport-Dayton Section
Three Mile Lane Highway

I hand you herewith traffic data obtained in October of 1959 on the above section of the Three Mile Lane Highway.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

JAHsbf
Attachment
cc: Forrest Cooper
G. S. Paxson
P. M. Stephenson
Tom Edwards
J. D. Walker

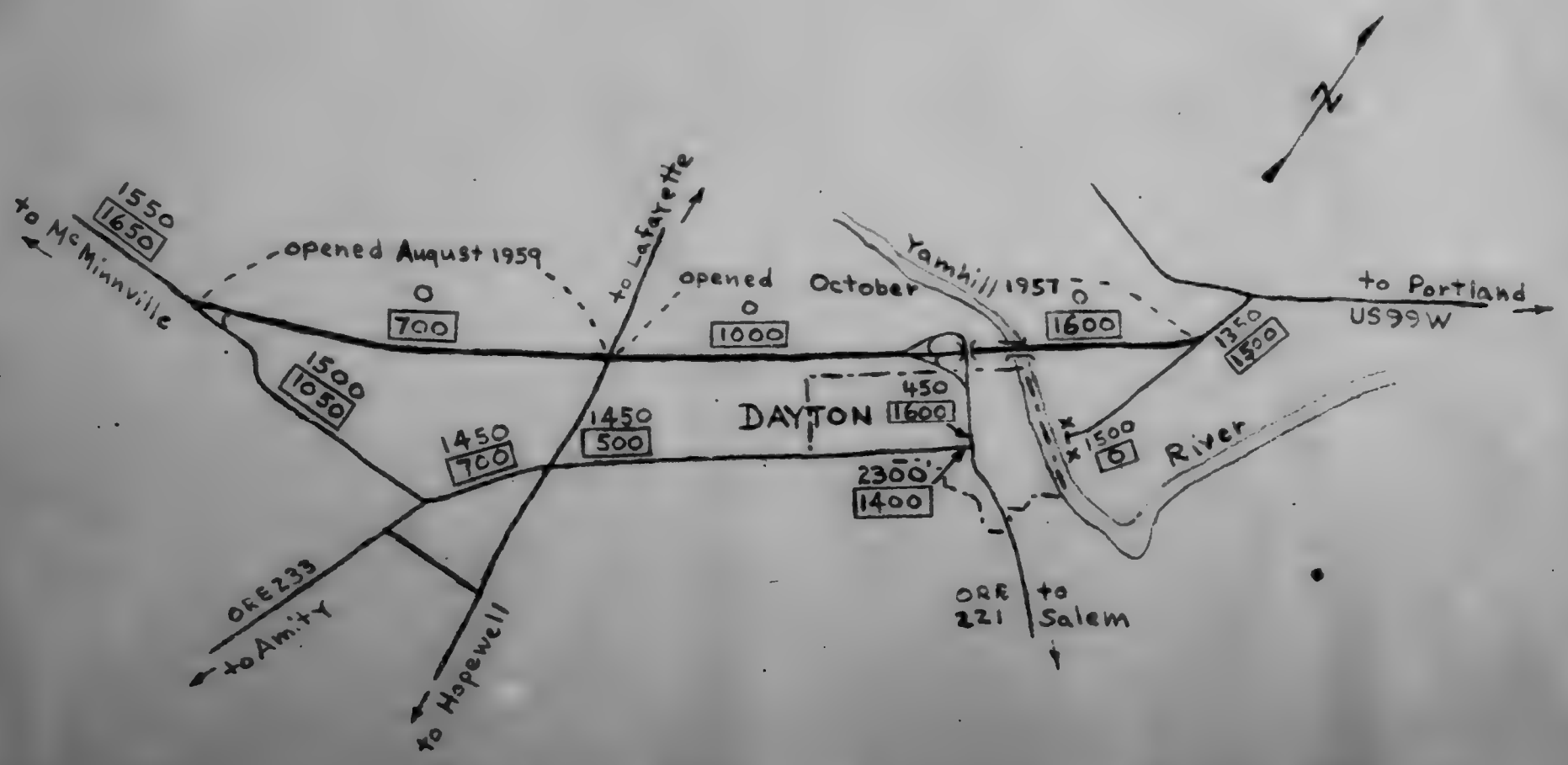
RECEIVED
NOV - 2 1959
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

COMPARISON OF VEHICULAR TRAFFIC, McMINNVILLE AIRPORT – DAYTON SECTION, BEFORE AND AFTER RELOCATION OF THREE MILE LANE HIGHWAY

Vehicular traffic volumes not enclosed are 1956 ADT before relocation of Three Mile Lane Highway.
Vehicular traffic volumes enclosed ▭ are 1959 ADT after relocation of Three Mile Lane Highway.

October 1959



RECEIVED
SEP 16 1958
FOR FILING

S 9 (3)

4575

Salem, Oregon
September 10, 1958

Secondary Highway Extensions:
Three Mile Lane Hwy. No. 152
Lafayette Hwy. No. 154
Amity-Dayton Hwy. No. 155

Mr. L. I. Lindas
Chief Counsel
O F F I C E

Attached is a rough draft of a resolution covering the above subject. This is in relation to the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Highway in Yamhill County.

Please prepare twelve copies of your final draft in addition to any required by the Legal Division. The County and City Relations Division will furnish additional copies of the map exhibit for attachment.

G. S. Paxson
Assistant State Highway Engineer

RHP:mm
Att.

cc: C. G. Swenson

FORM E-20 5OM 8-57—0883

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10, 1958

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: Secondary Highway Extensions:
Three Mile Lane Hwy. No. 152
Lafayette Hwy. No. 154
Amity-Dayton Hwy. No. 155

Attached is a drafted letter to the Legal Division requesting preparation of a resolution covering the above subject.

Robert H. Prange

Robert H. Prange
Field Engr., County & City Relations

RHP:mm
Att.

Contract 4575

RECEIVED JUL 31 '58 FILING

Monthly transaction number 7-774	Form PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number S-96(3) 6	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Yamhill
		Project number S-96(3)

The Project Agreement for the above-referenced project entered into between 4575 the undersigned parties and executed by the Division Engineer on September 7, 1955, is hereby modified as follows:

Revised estimated total cost of project $ 782,690.00

Revised Federal funds $ 470,787.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24 day of July, 1958.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By _____

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
C. G. Polk
Division Engineer

USComm-DC 11170

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

S-96(3)
4575

OPR8-1992
State Oregon
County Yamhill
Project No. S-96(3)

RECEIVED
MAY 1 - 1956
FOR FILING

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 23rd day of Apr., 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 7th day of September, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 8.556 miles of grading, draining, 2-lane high type pavement, and bridge construction (Character of work)

between FA Route 9 in McMinnville and FA Route 9 approximately 2.5 miles east of Lafayette, (Control points)

consisting of 8.416 miles of roadway and three (Number) bridges totaling 0.140 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of four hundred thirty-five thousand and 00/100 dollars ($435,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is seven hundred three thousand, four hundred thirty-six and 80/100 dollars ($703,436.80).

PAYMENTS

ARTICLE IV. - As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title)

By Chas. H. Reynolds
Member, State Highway Commission
(Title)

By W. R. McLucy
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

Assistant STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer, Bureau of Public Roads

—33205

Oregon State Highway Department

Federal Aid Secondary
Project No. S-96(3)

McMINNVILLE AIRPORT-DAYTON JUNCTION SECTION OF THE TYPE 'H' B'ANE HIGHWAY IN YAMHILL COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Feb. 27, 1956

Type Code K031
Yamhill River Bridge (Sta. 326+72.2 to Sta. 333+01.2)(Contract No. 4556)

All Required	Shoring, Cribbing, Etc.	$	$ 25,000.00
1,650 cu. yds.	Structural Excavation	5.00	8,250.00
50 cu. yds.	Excavation Below Elevation Shown	5.00	250.00
1,100 lin. ft.	Furnish Cast-in-Place Concrete Piling	3.50	3,850.00
20 only	Drive Steel Casings	45.00	900.00
6,200 lin. ft.	Furnish Treated Timber Piling	1.25	7,750.00
124 only	Drive Treated Timber Piles	40.00	4,960.00
11,200 lin. ft.	Furnish Untreated Timber Piling	0.70	7,840.00
224 only	Drive Untreated Timber Piles	35.00	7,840.00
290 cu. yds.	Seal Concrete	30.00	8,700.00
1,750 cu. yds.	Class "A" Concrete	60.00	105,000.00
340,000 lbs.	Metal Reinforcement	0.115	39,100.00
All Required	Structural Steel		61,900.00
1,290 lin. ft.	Metal Rail	11.00	14,190.00
130 lin. ft.	8-inch Metal Drain Pipe	4.00	520.00
			$295,150.00

Type Code K27
North Dayton Overcrossing (Sta. 319+73.0) to Sta. 320+83.03)(Contract No. 4586)

220 cu. yds.	Structural Excavation	5.00	1,100.00
20 cu. yds.	Excavation Below Elevation Shown	10.00	200.00
5,100 lin. ft.	Furnish Treated Timber Piling	1.50	7,650.00
84 only	Drive Timber Piling	60.00	5,040.00
310 cu. yds.	Class "A" Concrete	56.00	17,360.00
68,000 lbs.	Metal Reinforcement	0.11	7,480.00
240 lin. ft.	Metal Rail	10.50	2,520.00
110 lin. ft.	8-inch Metal Drain Pipe	4.00	440.00
			$ 41,790.00

Type Code K72
Lafayette Road Undercrossing (Sta. 209+73.12)(Contract No. 4586)

250 cu. yds.	Structural Excavation	$5.00	$ 1,250.00
25 cu. yds.	Excavation Below Elevation Shown	10.00	250.00
7,260 lin. ft.	Furnish Treated Timber Piling	1.50	10,890.00
94 only	Drive Timber Piles	60.00	5,640.00
560 cu. yds.	Class "A" Concrete	56.00	31,360.00
130,000 lbs.	Metal Reinforcement	0.11	14,300.00
230 lin. ft.	8-inch Metal Drain Pipe	4.00	920.00
240 sq. yds.	Concrete Slab Riprap	7.00	1,680.00
			$ 66,290.00

Subtotal	$403,230.00
10% Engr. & Cont.	40,323.00
Total	$443,553.00

Type Code 5231
Roadway (Sta. 243+00 to 378+00)(Contract No. 4675)

All Required	Clearing and Grubbing			$ 2,500.00
1,700 cu. yds.	Drainage Excavation, Unclassified		1.50	2,550.00
344,000 cu. yds.	General Excavation, Unclassified		0.21	72,240.00
1,456,000 yd. sta.	Short Overhaul		0.01	14,560.00
34,000 C-yd.sta.	Long Overhaul		0.35	11,900.00
2.42 miles	Finishing Roadbed and Slopes		500.00	1,210.00
4,700 lin. ft.	Rounding Cutbanks		0.15	705.00
130 lin. ft.	12" Corrugated Metal Pipe		2.80	364.00
160 lin. ft.	48" Corrugated Metal Pipe, 10 Gauge		21.70	3,472.00
460 lin. ft.	60" Corrugated Metal Pipe		28.50	13,110.00
3,300 lin. ft.	8" Perforated Metal Drain Pipe, Uncoated		2.00	6,600.00
330 lin. ft.	10" Perforated Metal Drain Pipe, Uncoated		2.30	759.00
1,000 lin. ft.	12" Concrete Pipe		1.90	1,900.00
790 lin. ft.	18" Concrete Pipe		2.90	2,291.00
120 lin. ft.	24" Concrete Pipe		3.65	438.00
260 cu. yds.	Special Backfill in Drains		4.00	1,040.00
2 only	Concrete Catch Basins		65.00	130.00
76 cu. yds.	Concrete Islands		40.00	3,040.00
470 lin. ft.	1¼" Electrical Conduit		1.50	705.00
3,400 lin. ft.	Metal Guard Rail		2.50	8,500.00
100 only	Metal Sight Posts		2.50	250.00
1,730 rods	Type 2 Fence		3.75	6,675.00
12 only	14' x 50" Metal Gates		75.00	900.00
500 cu. yds.	Loose Riprap		3.00	1,500.00
26,700 cu. yds.	Coarse Material in Base		1.45	38,715.00
6,840 cu. yds.	3/4" - 0 Material in Base		1.70	11,628.00
850 M-gal.	Sprinkling		2.50	2,125.00
2.42 miles	Preparation of Base		300.00	726.00
700 cu. yds.	3/4" - 0 Material in Binder Course		3.50	2,450.00
90 tons	RC-3 Asphalt		38.00	3,420.00
2,680 cu. yds.	Furnishing and Placing Aggregates		3.50	9,380.00
190 tons	150-200 Asphalt		35.00	6,650.00
62 tons	RS-1 Asphalt		37.50	2,325.00
				$234,758.00
All Required	Flagging (57½ of Contractor's Cost)			1,500.00
			Subtotal	$236,258.00
			10% Engr. & Cont.	23,625.80
			Total	$259,883.80

Length of Roadway	2.416 Mile
Length of 3 Structures	0.140 Mile
Total Length	2.556 Miles
Cost of Roadway Per Mile	$101,636.21

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Structures	$443,553.00	$274,290.00	$169,263.00
Roadway	259,883.80	160,710.00	99,173.80
	$703,436.80	$435,000.00	$268,436.80

State Funds for Const.: Chap. 175, Laws 1917; Chap. 11, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

October 25, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your request for individual project program change in Item 348, Project S-96(3), East Unit, McMinnville Airport-Dayton Junction, Supplement 33, Federal-aid Secondary Highway Program, was approved October 18, 1955. The termini will now read: Jct. FAS 104 approximately 1.4 mile east of Airport to approximately 0.1 mile south connection FAP 9.

The length is reduced to 2.56 miles and surfacing will be of intermediate type.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
OCT 25 1955
STATE HIGHWAY COMMISSION

RECEIVED
MAY 1 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) March 7, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4575	13 Final	Roy L. Houck & Sons	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4649	H206051	$ 9,432.06	3-6-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: Sept. 30, 1956

Time Extensions: Dec. 4, 1957

Completion Date: Dec. 4, 1957

Date Accepted: May 8, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: May 12, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:
MAY 13 1958

NOTED ON CARD

RECEIVED
MAR 4 - 1958
FOR FILING

S-96(3)

4575

CERTIFIED MAIL

March 3, 1958

General Casualty Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract No. 4575 for work performed on the East Unit, McMinnville Airport-Dayton Jct. Section, of the Three Mile Lane Secondary Highway in Yamhill County, was completed by the contractor, Roy L. Houck & Sons, on December 4, 1957, but has not as yet been accepted by the Commission.

Final payment in the amount of $9,432.06 will be released to the contractor after acceptance by the Commission. The total contract amount is $314,674.22, of which amount $11,790.04 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

do

RECEIVED
JAN
FOR FILING

January 20, 1958

Mr. Carl H. Francis
Attorney at Law
Dayton, Oregon

645

Dear Sir:

Reference is made to your three letters of December 23 advising us of certain inadequacies on our East Unit, McMinnville Airport-Dayton Junction Section of the Three Mile Lane Highway as they affect the property of K. F. Coburn, the church area in Dayton, and the Howard L. Paris property. We have looked into the matter and have made the following determinations:

On North Third Street we have found that an old six-inch drain was located one foot below the westerly ditch. This drain became blocked, possibly from the use of heavy equipment during construction. We have since found where the drain was broken and it has been restored so that it is again operating. I am informed that all parties who are interested in this drainage situation are now satisfied.

With regard to the Howard L. Paris property, we have contacted Mr. Paris and have outlined to him measures that will be taken to correct the ponding in the southwest quadrant of the interchange. These corrective measures will have to wait a more favorable season, inasmuch as the ground is too wet to do the work at this time. I am advised that Mr. Paris will be satisfied with the work proposed.

In the matter of the drainage of Mr. K. F. Coburn's property, we have made an investigation which shows that his basement could have been drained by gravity prior to our work. However, we were not able to locate the drain line which was supposed to have done the job. Due to the fact that the ground is unworkable at the present time, we will be unable to do anything until better weather. At that time, we will cut a cross trench to intercept the old pipe which drained Mr. Coburn's basement and extend the same southerly to a point low enough to permit gravity drainage. I am advised that Mr. Coburn is currently using a sump pump to remove water from his basement. I believe that the foregoing will correct the condition about which Mr. Coburn complains.

I trust that the above-indicated corrections will satisfactorily care for the various points of complaint which you brought to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

LHY:AR hi

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. J. D. Walker

FORM E-30X—67,500—8-57—6564

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1958

SUBJECT: Assignment No. 645 FC

To:

J. P. Walker
Division Engineer
O f f i c e

Mr. Francis was contacted and we were referred to the separate individuals on these matters.

The drainage outlet sewing a number of homes and churches referred to in Mr. Carl Francis' letter of December 23, 1957 has been opened and is flowing free.

This is a six inch basement drain tile located one foot below our ditch line on Third St. in the City of Dayton. At the intersection of Third and Oak St's. the tile crossed on about a 30° angle under our roadbed to an outlet ditch on the other side. The tile was plugged somewhere under our new roadway. Our roadway ditch is on a 4 per cent grade so we tapped into the tile and brought it to the surface of the ditch and carry the drain water in our ditch to a natural drainage channel where the water originally drained. I contacted the City Officials on this matter and they are quite satisfied with the results. (See attached sketch).

For the complaint of Mr. Howard Paris, he was contacted and his complaint can be solved by some ditching by a blade grader as soon as the grounds will dry enough to support the equipment. The areas in question were subject to flooding in the winter time prior to the construction of the new highway, now the waters are concentrated through certain pipe outlets and silt from our slopes and construction is carried by these waters on to private lands. Previously the flood water drained away after each storm, but now the silts are creating dikes to hold the water in ponds. Also it is possible that the construction of our fills in this area did cause a diversion (slight) of former waterways. By creating a ditch about 200 feet long near the toe of our slope from one of the cross tile, we can solve his major complaint. (See attached sketch). A small ditch is being dug by hand as a temporary measure. At another location we are tapping a small lake into a field tile which drains to a natural waterway. Mr. Paris expressed that he would be satisfied when this work was done.

The complaint of Mr. K. F. Coburn is that a four inch basement drain tile which had its outlet in our old highway ditch was plugged by our new construction. During our construction a 5 foot fill was made over the old ditch line and our new ditch line is 2.6 feet higher than the old one. (See attached X-Sections and sketch).

By taking advantage of the grade line of the new highway an outlet can be provided in our new ditch line approximately 300 feet from the house at a cost of approximately $110.00. If this meets with the departments approval, this work can be performed in the immediate future.

F. T. Lacey

F. T. Lacey
Dist. Maint. Supt.

FTL:MM

E. UNIT

McMINNVILLE AIRPORT-DAYTON JCT. SEC. THREE MILE LANE HWY. YAMHILL COUNTY				SHEET NO. 8
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-96 (3)		See Index

T. 4 S. R. 3 W., W.M.

AYTON

E

Drain Line

2nd. ST.

Const. St. Connec. Inst. 12"Conc. Pipe 30'

Const. Approach Inst. 12"Conc. Pipe 24'

Const. Approach Inst. 12"Conc. Pipe 21'

Const. Approach Inst. 12"Conc. Pipe 18'

NO. THIRD STREET

A St. Line

OAK

Drain opened and raised

CHURCH

Oil Mat Wearing Surface to be placed

Existing Water Line

Existing Gas Line

Existing Cable

Existing Sewer

MAIN

Existing Curb & Gutter

Existing Sidewalk

Existing Pavement

ST.

LANE HIGHWAY

FERRY

Existing THREE MILE

+90 Const. Appr. on Rt. & Lt. Inst. 2-12" Conc. Pipes Lgth. on Lt. 24', on Rt. 30' Dr. Exc. 6 c.y.

+80 Const. St. Connec. on Rt. & Lt. Inst. 2-12" Conc. Pipes 30' ea. Dr. Exc. 8 c.y.

+54 Const. St. Connec. on Rt. & Lt. Inst. 2-12" Conc. Pipes 30' ea. Dr. Exc. 8 c.y.

+25 +50 Const. 2 Approaches on Rt. Inst. 2-12" Conc. Pipes 21' ea. Dr. Exc. 4 c.y.

+70 Const. Approach on Lt. Inst. 12" Conc. Pipe 30' Dr. Exc. 3 c.y.

+10 Const. Appr. on Rt. & Lt. Inst. 2-12" Conc. Pipes 21' ea. Dr. Exc. 4 c.y.

+20+55 Const. 2-Approaches on Lt. Inst. 2-12" Conc. Pipes 18' ea. Dr. Exc. 4 c.y.

Inst. 80" Corr. Metal Pipe 120' Const. Channel Change on Rt. Dr. Exc. 94 c.y. Emb. Exc. 325 c.y.

Const. Conc. Catch Basin Inst. 12" Conc. Pipe 72" Dr. Exc. 15 c.y.

A Line

Old Line

Raised

In ditch

Subgrade

200' V.C.

150' V.C.

100' V.C.

Exc. 66 Emb. 58

Exc. 313 Emb. 270

10+51.13 P.T. = End of A Line

8+82.77 P.O.T. on A Line

10

20

25

30

T. 4 S. R. 3 W., W.M.

Alignment and Profile for
DAYTON INTERCHANGE

DAYTON

NO. THIRD STREET

A Line

OAK ST.

CHURCH ST.

MAIN ST.

FERRY ST.

NORTH CITY LIMITS

Creek

Drain Line

Drain Line

Old Hot Mearing Surface (in place)

Existing Conc. Walk

Existing Gravel Surface

Proposed Channel Change Easement

Inst. Nergaard elec. Rigid Conduits

Const. Conc. Catch Bsn. Inst. 12"Conc. Pipe 72'

Inst. 60" Corr. Metal Pipe 120' Const. Channel Change

Const. Approach Inst. 12"Conc. Pipe 24'

Const. St. Connec. Inst. 12"Conc. Pipe 30'

Const. Approach Inst. 12"Conc. Pipe 30'

Const. Approach Inst. 12"Conc. Pipe 21'

Const. Approach Inst. 12"Conc. Pipe 18'

Drain opened and raised

Former Sch. House

Church

House

Shop

Mill

Existing Pavement

Lafe

Alignment and Profile for
DAYTON INTERCHANGE

A Line Stations

'A' Line Inst. 18" Conc. Pipe 87' Dr. Exc. 12 c.y.

'A' Line Inst. 18" Conc. Pipe 87' Dr. Exc. 12 c.y.

'A' Line Const. Conc. Catch Basin Inst. 12" Conc. Pipe 72" Dr. Exc. 15 c.y.

Inst. 60" Corr. Metal Pipe 120' Const. Channel Change on Rt. Dr. Exc. 34 c.y. Emb. Exc. 325 c.y.

+30 Const. Approaches on Rt. & Lt. Inst. 2-12" Conc. Pipes Lgth. on Lt. 24', on Rt. 30' Dr. Exc. 6 c.y.

+30 Const. St. Connec. on Rt. & Lt. Inst. 2-12" Conc. Pipes 30' ea. Dr. Exc. 8 c.y.

+34 Const. St. Connec. on Rt. & Lt. Inst. 2-12" Conc. Pipes 30' ea. Dr. Exc. 8 c.y.

+25 +50 Const. 2 Approaches on Rt. Inst. 2-12" Conc. Pipes 21' ea. Dr. Exc. 4 c.y.

+70 Const. Approach on Lt. Inst. 12" Conc. Pipe 30' Dr. Exc. 3 c.y.

+10 Const. Approaches on Rt. & Lt. Inst. 2-12" Conc. Pipes on Exc. 4 c.y.

+20 +55 Const. 2-Approaches on Lt. Inst. 2-12" Conc. Pipes 18' ea. Dr. Exc. 4 c.y.

B Line

A Line

Old Line

Subgrade

Raised

In ditch

150' V.C.

100' V.C.

200' V.C.

250' V.C.

300' V.C.

-3.65

+4.03

+1.77

+1.75

Emb. 18/88

Exc. 66 Emb. 98

Exc. 312 Emb. 270

10+51.13 P.T. = End of B Line

8+66.77 P.O.T. on A Line

84.34

10850

12376

15050

19200

ASSIGNMENT

Date: Dec. 30, 1957 No. 645 By [illegible]

Description: Letters of December 23 (three) by Carl H. Francis, one of which states recent highway construction near Dayton has caused inconvenience due to obstruction of drainage outlet to several homes and church. The other 2 letters are on behalf of Howard Paris and K. F. Coburn re drainage also.

Acknowledged by_____ Referred to Edwards

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks:

PLEASE RETURN TO FORREST COOPER

Executed 1-20-58 Report Received_____

me

H. FRANCIS
RNEY AT LAW
NE RED 70
DN, OREGON

RED TO
Dor
ghway Engineer

December 23, 1957

PLEASE RETURN TO FORREST COOPER

mmission

asked by Mr. K. F. Coburn
on the fact that recent high-
Dayton vicinity has apparently
tural drainage from property
belonging to him, the same
y residence property on his

Very truly yours,

Carl H. Francis.

F:t

RECEIVED
DEC 24 1957
OREGON
STATE HIGHWAY COMMISSION

CARL H. FRANCIS
ATTORNEY AT LAW
PHONE RED 70
DAYTON, OREGON

REFERRED TO
COOPER
By State Highway Engineer

December 23, 1957

PLEASE RETURN TO
FORREST COOPER

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

I have been asked by Mr. K. F. Coburn to call to your attention the fact that recent highway construction in the Dayton vicinity has apparently destroyed the former natural drainage from property known as the Bond House belonging to him, the same being the most northerly residence property on his farm land.

Very truly yours,

Carl H. Francis.

F:t

RECEIVED
DEC 21 1957
OREGON
STATE HIGHWAY COMMISSION

CARL H. FRANCIS
ATTORNEY AT LAW
PHONE RED 70
DAYTON, OREGON

REFERRED TO
Coofer
By State Highway Engineer

December 23, 1957

PLEASE RETURN TO
FORREST COOPER

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

I have been asked to advise you that in connection with the recent highway construction work in and near the city of Dayton, a drainage outlet serving a number of homes and one of the churches appears to have been obstructed. The recent rains have occasioned considerable inconvenience and some damage.

Very truly yours,

Carl H. Francis.

F:t

RECEIVED
DEC 24 1957
OREGON
STATE HIGHWAY COMMISSION

CARL H. FRANCIS
ATTORNEY AT LAW
PHONE RED 70
DAYTON, OREGON

December 23, 1957

REFERRED TO Cooper
for State Highway Engineer

PLEASE RETURN TO
FORREST COOPER

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

On behalf of Mr. Howard L. Paris, I am asked to call your attention to the fact that in connection with the recent highway construction work, and particularly the approach to the city of Dayton, a diversion of the natural flow of water has been created causing damage to property which Mr. Paris is purchasing. This property lies north and east of the highway approach.

I have not observed the situation, but am advised by Mr. Paris that it could be corrected by a certain amount of tiling.

Very truly yours,

Carl H. Francis.

F:t

RECEIVED
DEC 24 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 22 1958
FOR

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

S 16 (3)

4575

Jan. 20, 1958

Ray L. Bouck & Sons
1585 N. 20th St.
Salem, Oregon

Gentlemen:

The State Highway Commission at its meeting held on Jan. 16 had under discussion your request for an extension of time from Sept. 30, 1956, to Dec. 4, 1957, within which to complete your Contract No. 4575, for grading and paving on the E. Unit, McMinnville Airport-Dayton Junction Section of the Three Mile Lane Highway in Yamhill County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Tom Edwards
J. D. Walker
Ross Harris

NOTED ON CARD

RECEIVED
JAN 6 - 1958
FOR FILING

January 8, 1958

Oregon State Highway Commission

Request for extension of time
No. 6
January 16-17, 1958 meeting

Gentlemen:

Herewith is a request from Ray L. Houck and Sons for an extension of time on the Unit, Hutlamville Airport-Dayton Junction Section, Contract No. 4575, from September 30, 1956 to December 4, 1957.

Because of extreme moisture in the area of operations it was believed best to permit the fills to go through a winter season and attain its full settlement before the surfacing and paving was placed. Also, the slippage in the foundation of a large fill caused the collapse of a 60-inch culvert which required considerable work in digging out and replacing.

We suffered some inconvenience because of this overrun in time but believe that we received a much better job because of the method of operations. It is my recommendation that this extension be granted without penalty. The matter will be on the agenda for the January 16-17 meeting.

This is not a liquidated damages contract.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:jc fn

RECEIVED
DEC 31 1957
FOR FILING

(4-3)

4525

Dec. 27, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: G. H. Burnett

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Roy L. Houck & Sons in connection with Contract No. 4575, for grading and paving on the E. Unit, McMinnville Airport-Dayton Junction Section of the Three Mile Lane Highway in Yamhill County. This payment, in the amount of $18,941.06, will be released to the contractor on or after Jan. 6, 1958. The retained percentage is $9,440.48.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD
12-11

RECEIVED
DEC 12 1957
FOR FILING

F 4(1)

4575

December 10, 1957

Mr. C. H. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 4, 1957, on Contract No. 4575, E. Unit, McMinnville Airport-Dayton Jct. Section, in Yamhill County, in connection with Federal Aid Project No. S-96(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cc
cc: Clarence C. Swanson

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

East Unit,

Section McMinnville Airport-Dayton Junction

Highway Three Mile Lane County Yamhill

Contractor Roy L. Houck & Sons

Date of contract December 16, 19 55

Date work started May 24, 19 56

Project authorization . . . . . $ 337,651.13

Exclusive of engineering . . . . $ 313,107.05

For Week Ending December 7, 1957

Kind of work Grading and Oiling

Section prefix 136-1030

Contract number 4575

Specified Completion Sept. 30, 1956

Estimated Completion Dec. 4, 1957

Per cent of time elapsed 712/289 246 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 318,785.39

Estimated per cent overrun or underrun . . . . . 3.53 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . $ 24,544.08

Engineering cost to date $ 30,500, 124 %

Date project was completed December 4, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor worked Monday and Wednesday on miscellaneous cleanup, removed struts from 60" C.M.P. under "A" line at Station 18 and 48" C.M.P. at mainline Station 275.

Work on project completed Wednesday.

Semi-final estimate will be completed and submitted Monday December 9th.

Final Report.

CONSTRUCTION DIVISION
RECEIVED
DEC — 1957

RECEIVED
DEC - 11 1957
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

NOTED: E. J. B.

Noted
M. N. Juve

Signed Arthur Duffy

Address Arthur Duffy, Resident Engineer
Room 214, Lab Building, Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.42	2.94		2.94	
Miles partially completed					
Miles completed	2.42	2.94		2.94	
Total estimated quantities (contract)	344,000 cy	34,000 cy		3,650 cy 370 ton	
Total quantities corrected to date	401,200 "	43,040 "		3,792 cy 415 ton	
Estimated quantities moved or placed to date	"	"		"	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers .....,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	rain		
Monday	fair		
Tuesday	"		
Wednesday	foggy		
Thursday	"		
Friday	rain		
Saturday	fair		

RECEIVED
SEP 30 1957
FOR FILING

5-7L(E)
4575

5-L

September 27, 1957

Mr. Lloyd C. Galer
Dayton
Oregon

Dear Mr. Galer:

Reference is made to your letter of July 27, 1957, directed to Mr. W. C. Williams, State Highway Engineer, concerning damage that has resulted to your well and sump by reason of material sloughing off the fill on the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway.

You offered to settle your claim for $210. This matter was investigated by the Engineering Department and the findings were reported to the State Highway Commission at its meeting on September 12, 1957. You will be pleased to know that the Highway Commission adopted the engineer's recommendation that you be paid $210 as settlement in full for the damage that you sustained.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:llc

August 20, 1957

Mr. Lloyd C. Galer
Dayton, Oregon

Dear Sir:

In reply to your letter of July 27, 1957, I wish to advise that I am recommending to the Highway Commission that we settle your claim in the amount of $210.

This matter will be presented to the Highway Commission at its next meeting, which will be held September 12-13. We will communicate with you after the matter has been presented to the Highway Commission.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:ma

cc Mr. Tom Edwards
Mr. R. L. Porter
Mr. J. D. Walker

FORM 820—80M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31, 1957

SUBJECT: Well Damage Complaint
Lloyd C. Galer
McMinnville Airport-Dayton Jct.
Three Mile Lane Highway

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

Reference is made to Mr. Lloyd C. Galer's most recent complaint expressed in his letter of July 27, 1957 in which he claimed damage resulting from the filling up of his well and sump by eroded material off of our fill southerly of Station 313 on the subject named project.

Attached hereto are copies of reports from Division Engineer Walker and Resident Engineer Duffy. The salient facts set out in these reports are as follows:

1. The State is responsible for the erosion of the material which filled Mr. Galer's well.

2. Mr. Galer has indicated that he will accept $210 as full compensation for all damages which have occurred to date.

3. Mr. Galer's present well is 32 feet deep. It is therefore reasonable to assume that a new well would have to be equally deep. Cost of drilling a new well and cleaning out of the sump would undoubtedly amount to at least $210.

4. Mr. Williams wrote Mr. Galer on March 22nd assuring him that we would take corrective action on this siltation problem. Steps have been taken to prevent further siltation.

In view of the above, a cash settlement is recommended. It is thought that this would be much better than drilling Mr. Galer another well with all of the uncertainties attendant to providing him adequate water supply.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

RECEIVED
AUG 14 1957
OFFICE OF
STATE HIGHWAY ENGINEER

LHY:jc
Encl.
cc R. L. Porter
J. D. Walker

FORM E30—50M—8-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31, 1957

SUBJECT:

To:

Mr. Tom Edwards
Construction Engineer
O f f i c e

Attention Mr. Hill Young

Attached is a copy of Mr. Duffy's report in the matter of well damage complaint of Lloyd C. Galer.

Mr. Duffy's letter covers the subject points. I believe there is no question but th t we re responsible and I believe that Mr. Galer's suggestion of a settlement in the sum of $210.00 is very reasonable.

I recommend that such a settlement be approved.

J. D. Walker
Division Engineer

JDW:BE

Enc.

FORM E-30X 3SM 6-51 90118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 30, 1957

SUBJECT: Well Damage Complaint
Lloyd C. and Katherine Galer Prop.
McMinnville Airport-Dayton Jct. Sect.
Three Mile Lane Highway
Yamhill County

To: Mr. J. D. Walker
Division Engineer
O f f i c e

Reference is made to Mr. Galer's letter to Mr. Williams dated July 27, 1957.

We have been in contact with Mr. Galer relative to the damage to his well and its repair and have found him very reasonable to deal with. The letter addressed to Mr. Williams was intended for this office to furnish requested information as to the construction of the well and was not intended as further complaint.

After discussing the matter further with Mr. Galer today, I submit the following facts and recommendation:

1. Erosion from the highway roadway slopes (as explained in my letter of March 15, 1957, with sketch attached) has deposited in the creek bottom area, completely filling the well and an adjacent sump.

2. I discussed repair of the well with the Wilcox Drilling and Pump Company of McMinnville. They advise it is not practical to redrill the well and recommend the drilling of a new well. The cost of drilling is six dollars a foot.

Mr. Galer says the well was drilled to a depth of 32 feet.

If the State were to drill a new well, the depth, of course, would be uncertain, but assuming a depth of 32 feet the drilling would cost $192.00 and the State would be liable for a water supply. We have no record or proof of the original supply.

3. It is difficult to estimate the cost of removing the erosion deposit from the creek bottom area and the sump. One-hundred dollars would be a conservative estimate. I previously suggested to Mr. Galer that he could reclaim the erosion deposit area by fertilizing and seeding.

In his letter to Mr. Williams, Mr. Galer asks for the sum of $210.00.

When I asked Mr. Galer yesterday, he agreed to accept that sum as full compensation for all the damages incurred.

I earnestly recommend that Mr. Galer be paid the $210.00 as soon as possible on receipt of a release approved by the Legal Department.

Arthur Duffy
Resident Engineer

AD:fe

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SEP 19

FOR FI

To:

L

Files

Lidston, Oregon,
July, 27, 1957.

Mr. W.C. Williams,
Dear Sir:-

I am writing about the damage to my well and sump hole. Caused by the erosion from Hwy. The well is filled completely with silt and the sump hole I have not been able to stock my pasture because I have no water to irrigate. I feel I should have pay for the well so I can put another well down also for putting in another sump hole.

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filed

The well was 32 ft deep. It cost me $5.00 a foot for it. But the man that dug it went out on the old well, as quick sand is hard to remove. The cost will be 60.00 per foot now. It cost me $50.00 to put the sump hole in. I wish you would send me the damage money, as I have lost quite a lot by not having my pasture. The total I ask is $210.00

Yours Truly
H. C. Galer

RECEIVED
SEP 19 1957
FOR FILING

4575

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 18, 1957

SUBJECT: Increase in Authorization
Contract No. 4575

To: Arthur Duffy
Resident Engineer
Salem, Oregon

At its meeting September 12, 1957, the Highway Commission approved an increase in project authorization of $60,000.00 on Contract No. 4575, E. Unit, McMinnville Airport-Dayton Junction Section in Yamhill County.

The new authorization is $337,651.13. This amount should be used in all future reports.

S. H. Probert
Office Engineer

cc: J. D. Walker

RECEIVED
SEP 10 1957
FOR FILING

X 76 (E)
11375

September 9, 1957

Oregon State Highway Commission

Gentlemen:

It has become evident that the project authorization on Contract No. 4373, Unit, McMinnville Airport-Dayton Junction Section of the Three Mile Lane Highway is going to be exceeded by about $40,000, or 21.6 per cent. The major portion of this overrun has been occasioned by encountering unstable soils and drainage conditions that could not be foreseen at the time the project was planned. These conditions have required costly corrective measures.

In view of the foregoing, it is respectfully requested that the project authorization for this contract be increased in the amount of $40,000 to the end that the job can be properly completed.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. S. H. Probert
Mr. C. H. Maison

LHY:jc fn

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SEP 17 1957
FOR FILING

FORM 820—SOM—8-57—1476

1 1/2 (2)

4575

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 9, 1957

SUBJECT: East Unit, McMinnville Airport-
Dayton Junction Section
Three Mile Lane Highway
Contract No. 4575

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

I am submitting herewith a Report on Expected Overrun of Project Authorization. The indicated overrun is $60,133.40 or 21.6 per cent. This overrun has been occasioned as follows:

CONTRACT ITEMS:

1.	General Excavation (Unsuitable materials encountered, had to be wasted.)	41,000 C.Y. at $ 0.21	$ 8,610.00
2.	60" Corr. Iron Pipe (Unstable ground at site of culvert installation caused collapse of a portion of original installation, requiring replacement.)	50 L.F. at $28.50	1,425.00
3.	Special Backfill in Drains (Required by additional drainage in unstable cut Station 290-305.)	690 Cubic Yards	2,760.00
4.	Coarse Crushed Materials in Base (This overrun is due to an error in the original estimate. 10,000 cubic yards necessary to get design depth which amount is considered minimum.)	10,000 C.Y. at $1.45	14,500.00
5.	Minor Overruns and Underruns Algebraic Total		- 2,982.00
	Overrun Contract Bid Items		$24,313.00

EXTRA WORK ORDERS and PRICE AGREEMENTS - Required, Not Allowed For in Project Authorization:

1.	Misc. Minor Price Agreements and Extra Work Orders	$ 3,851.51	
2.	Excavate and Remove Failed 60" C.I.P. (See Item 3 above)	1,935.19	
3.	Furnish and Install 8 Ga. 60" C.I.P. (See Item 3 above)	4,993.28	
4.	Furnish and Install 8" Steel Water Pipe (City of Dayton)	1,869.49	
5.	Furnish and Place Quarry-run Rock to stabilize subgrade in cut, Station 290-305	24,750.00	
6.	Signing	2,500.00	
	Subtotal Extra Work		$39,899.47
	Additional Engineering Required by Job Running Overtime		7,000.00
	Total Overrun		$71,212.47
	Less Uncommitted Contingencies		- 11,079.07
			$60,133.40

An analysis of the above tabulation indicates that the major portion of the overrun has been created by encountering unstable soils and drainage conditions that required quite costly corrective measures. It has also come to light that the original amount of surfacing figured for the job was in error and the design depth of surfacing could not be realized with the contract amount. These same conditions prolonged the job to such a degree that an overrun of engineering costs resulted.

In view of the foregoing, it is recommended that the Highway Commission be requested to increase the project authorization by $60,000. A suggested rough draft to the Commission is attached for your consideration.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Attach.

FORM E20—50M—8-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 3, 1957

SUBJECT: East Unit, McMinnville Airport-
Dayton Junction Section
Three Mile Lane Highway
Contract No. 4575

To:
Mr. Tom Edwards
Construction Engineer
O f f i c e

Herewith revised report on expected overrun of subject project. This revised report is different from the original report in the following respects:

The coarse crushed material in base will overrun approximately 10,000 cubic yards ($14,500) due to a miscalculation of this material on the original plans.

The quarry-run rock under Price Agreement No. 7 will overrun approximately 2,000 cubic yards ($5,500) due to additional soft spots developing in the subgrade which required the quarry-run rock for stabilization.

Attached is the original report, together with your correspondence file regarding same.

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:AM

CONSTRUCTION DIVISION
RECEIVED
NOTED

Form No. E-372—1016—7-56

RECEIVED SEP 3 1957

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name East Unit, McMinnville Airport-Dayton Junction Date August 30, 1957

Highway Three Mile Lane Contract No. 4575

County Yamhill Kind of Work Grading & Oiling Contractor Roy L. Houck & Sons

Contract Amount (Low) $ 238,301.00

4575

Expected over-runs and under-runs in contract items:

		Quantity	Unit Price	Amount
Major items, itemized:				
General Excavation, Unclassified	Over	41,000	$ .21	+ $8,610.00
60" Corrugated Metal Pipe	"	50	28.50	+ 1,425.00
Special Backfill in Drains	"	690	4.00	+ 2,760.00
Coarse Crushed Material in Base	"	10,000	1.45	+ 14,500.00
Concrete in Islands	Under	76	40.00	- 3,040.00
Type 2 Fence	"	242	3.75	- 907.50
				+ 965.40

Minor items, unitemized algebraic total ..... + 965.40

Subtotal ..... $ 24,312.90

Approved work orders (Price, extra work and state force orders) ..... $ 36,835.53

Expected over-runs and under-runs in work orders:

		Amount
Major items, itemized:		
E.W.O. #5	Furnish and Install 8" Steel Water Pipe	+ $ 329.82
E.W.O. #6	Excavate and Remove 60" C.M.P.	+ 2,600.00
E.W.O. #9	Flagging	+ 500.00
P.A. #7	Quarry-run Rock	+ 5,500.00
		+ 161.20

Minor items, unitemized algebraic total ..... + 9,091.02

Subtotal ..... $ 19,744.08

Authorization for engineering ..... $ 7,000.00

Expected over-run or under-run of engineering authorization ..... $ 2,500.00

Costs not included above (explain) S.F.O. (to be submitted) Signs & Reflectorizing ..... $

Allowance for future contingencies (_____% of work remaining) ..... $

Credits to come from transfers and deductions ..... $

Present estimate of project cost ..... $ 337,784.53

Brief Statement of principal causes of over-run: (1) Failure of 60" C.M.P. from embankment settlement resulting in cost of additional pipe and force account work to excavate, remove and reinstall same. (2) Increase of general excavation caused by necessity to waste unsuitable material from cut Sta. 290 to 305. (3) Cost of quarry-run rock to stabilize base Sta. 290 to 310. (4) Increased engineering due to prolonged construction time and additional engineering work. (5) Base rock miscalculated on original plans.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 277,651.13
Present estimate of project cost	$ 337,784.53
Expected over-run (Amount)	$ 60,133.40
Expected over-run (per cent)	21.6

Space to right of this line is for use of Salem office.

Submitted by: Arthur Duffy, Resident Engineer

Confirmed by: R. D. Adams, Assistant Division Engineer

Noted by: L. H. Young, Construction or Bridge Engineer

Noted by: H. J. Fowler, Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
AUG 21 1957
FOR FILING

3-76(3)
1
4575

August 20, 1957

Oregon State Highway Commission

Gentlemen:

Mr. Lloyd L. Euler, who owns property adjacent to the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway in Yamhill County and from whom we bought right of way, has made a complaint that materials sluffing down from our fills have damaged his well and sump. Field investigation indicates that this is true.

Mr. Euler has been quite reasonable and has offered to settle the entire matter for $250. It is my recommendation that you approve settlement in this amount.

Very truly yours,

S. C. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. R. L. Porter
Mr. J. D. Walker
Mr. C. H. Maison

FC:ms fn

RECEIVED
MAR 25 1957
FOR FILING

J-96/31

45715

March 22, 1957

288

Mr. Lloyd Caler
Lafayette Street
Dayton, Oregon

Dear Sir:

Reply is made to your letter of March 5 concerning damage to your pump and sump caused by erosion from the fill slopes of the new highway constructed along your property.

As promised by Mr. Duffy, the eroded material will be removed from your property. Further steps will be taken to control this erosion to the end that it does not further damage the property. This will be done either by slope planting or by construction of cutoff ditches which will collect the silt and confine it to the creek channel. You may rest assured that this work will be undertaken as soon as soil conditions permit.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. J. D. Walker

Note to Mr. Walker: Please see that this work is prosecuted as soon as possible. I suggest that immediately upon removal of the eroded material cutoff ditches be constructed to catch any silt and carry it into the creek channel rather than letting it enter on Mr. Caler's land.

TE:ar fn

FORM S-80X 25M 6-51 50116

RECEIVED
MAR 18 1957
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1957

SUBJECT: Well Damage Complaint
Lloyd C. and Katherine Galer Prop.
McMinnville Airport-Dayton Jct. Sect.
Three Mile Lane Highway
Yamhill County

To: Mr. R. D. Asburry
Assistant Division Engineer
O f f i c e

After our conversation yesterday, I contacted Mr. Galer and went over the ground with him - please see the attached 1" = 100' scale vicinity sketch.

The complaint concerns Mr. Galer's irrigation system for watering his garden.

The system comprises a well, 2-feet in diameter, 20-feet deep (not cased) and an adjacent sump, 10-feet wide and 36-feet long with a depth of 3 to 8-feet. The well and sump are located in creek bottom land which is inundated during the rainy season. Water is pumped from the well to the sump to raise its temperature and then to the garden, located on high ground, about 60-feet above the creek bottom.

Erosion from the partially constructed highway roadbed, involving a 4 to 20-foot cut Station 278 to 305 and a 40-foot embankment Station 305 to 312, has deposited a yellowish, fine, silty clay over the creek bottom area (see sketch) completely filling the well and the sump.

To repair the damage, will of course, require removal of the deposited material on the owners' property. Mr. Galer agreed that it is not practical to undertake the work until after the rainy season and until considerable drying has taken place to facilitate the operation of equipment.

Correction of the condition will necessitate control of surface and subdrainage runoff to eliminate erosion. Determination of the method of control will require further study.

Arthur Duffy
Resident Engineer

AD:fe
Attachment

T 4 S., R 3 W., W.M

Existing Gravel Road

R/W Line

+20 60" Con. Metal Pipe -340'

310

315

90

90

8" Perf. Metal Pipe

& Future East Bound Lane

84

104

104

100

125

Proposed Cut-off Ditch

100

R/W Line

Well, 2' dia. depth 20' (not used)

Sump depth 3' to 8'

335±

150

100

125

SKETCH TO ACCOMPANY REPORT ON WELL DAMAGE COMPLAINT, LLOYD C. AND KATHERINE GALER PROP. McMINNVILLE AIRPORT-DAYTON JUNCTION SECTION THREE MILE LANE HIGHWAY YAMHILL COUNTY

Arthur Duffy
Resident Engineer
3/15/57

Scale 1" = 100'

Lloyd C. & Katherine Galer

Erosion deposit Area

Mc

FORM S-123 25M REVISED 8-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MC IVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
MAR 15 1957
FOR FILING

AGENDA
FEB 28 1957
2-g

ASSIGNMENT

DEP.

Date: March 7, 1957 No. 288 By [illegible]

Description: Letter of March 5 from Lloyd Galer, Dayton, stating he had a hole bulldosed on his land which has been filled with mud due to Highway Department operations. He also states his well is full of mud and silt. He asks that the State make good the damage done.

Acknowledged by_____ Referred to Edwards

XX Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
XX Return with rough draft of reply
__ Prepare reply for signature of Mr._____
__ Contact correspondent and report

Remarks:

PLEASE RETURN TO
FORREST COOPER

Executed 3-21-57 Report Received_____

egon.
1957.
ept
RETURN TO
T COOPER
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and
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ilt
n
for
me
the damage good
also lot of mud all
over my land.
please send a man out
Lafayette Yours Truly
abov Lloyd Galer.

NOTED
H. B. GLAISYER

FORM S-129 25M REVISED 6-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. MC IVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

RECEIVED
MAR 5 1957
FOR FILING

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

AGENDA
FEB 28 1957
2-g

Lafayette ave. Dayton Oregon.
March. 5. 1957.

State Hiway Dept
Salem. Ore.

PLEASE RETURN TO
FORREST COOPER

Dear Sirs
I had a hale bulldozed
out on my bottomland
and after the hiway
dept. started the fill
back of my place
the mud has filled
it full of mud and
also my well. is
full of mud & silt
I irrigate from
I would like for
the State to make
the damage good
also lot of mud all
over my land.
Please send a man out.
Yours Truly
Lloyd Galer.

NOTED
H. B. GLAISYER

FORM S-128 2M REVISED 6-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MC IVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

RECEIVED
MAR 15 1957
FOR FILING

S-7.1 P1

457

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 20, 1957

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

AGENDA
FEB 28 1957
2-g

Oregon State Highway Commission

Re: Claim of Mr. Arthur Pearson

Gentlemen:

In connection with the construction of the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary Highway in Yamhill County, it became necessary to acquire 0.67 acre of real property from Mr. and Mrs. Arthur Pearson for right of way purposes. Original negotiations for the acquisition of the property were unsuccessful, and condemnation proceedings were instituted. After the complaint was filed negotiations continued, and ultimately a settlement was reached in the amount of $3,800, which was approved by the State Highway Commission at its meeting of September 27 and 28, 1956.

One of the major problems in negotiating the settlement involved the relocation of a septic tank and drain field which were destroyed by the highway construction work. The settlement finally reached included the sum of $1,000, representing the cost of relocating the septic tank. The tentative settlement was reached with Mr. Carl Francis, attorney for the property owners, several weeks prior to the Commission meeting of September 27 and 28, 1956, and, of course, closure of the transaction was necessarily deferred until the approval of the Highway Commission could be obtained.

In the meantime, the highway construction activities uncovered the septic tank and a portion of the drain field, and a condition was created which was not only unpleasant, but also hazardous to passers-by. Since the property owners were to be compensated for relocation of the septic tank and drain field, we requested Mr. Pearson to take immediate action toward correction of the situation. Mr. Pearson was not, of course, under any obligation to correct the situation, or take any action toward relocation of the septic tank until the proposed settlement had been authorized by the Commission. In an effort to cooperate with the State, however, Mr. Pearson did take immediate action as requested by this office, and in so doing incurred

NOTED
H. B. GLAISYER

additional expense in the amount of $27.50. Mr. Pearson has now submitted to us a claim in that amount for his additional expenditure.

Since Mr. Pearson did this extra work at the request of the State, and in an effort to cooperate with the State, and since the expense incurred was not included in the original estimate of the cost of relocating the septic tank, it is my feeling that the claim is a just and valid one. The matter will be on the agenda for your meeting of February 28 and March 1, 1957, and it is respectfully recommended that you authorize payment of the sum of $27.50 to Mr. Pearson upon receipt of proper releases.

Very truly yours,

ROBERT L. MAY, JR.
Acting Chief Counsel

RLM:br
cc: W. C. Williams
Forrest Cooper
H. B. Glaisyer
C. H. Maison

RECEIVED
JUN 4 - 1956
FOR FILING

S-96(3)
1575

May 29, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 24, 1956 on Contract No. A575, E. Unit, McMinnville Airport-Dayton Junction Section, in Yamhill County, in connection with Federal Aid Project No. S-96(3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:eh

RECEIVED
JUN 4 - 1956
FOR FILING

S-96(3)

4575

May 29, 1956

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 24, 1956 on Contract No. 4575, E. Unit, McMinnville Airport-Dayton Junction Section, in Yamhill County, in connection with Federal Aid Project No. S-96(3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DEP:ch

RECEIVED
JAN 10 1956
FOR FILING

S-9: (2)
4575

January 10, 1956

Roy L. Houck & Sons
1585 N. 20th St.
Salem, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of each of two contracts awarded to you by the State Highway Commission on December 16, 1955, as follows:

Contract No. 4572, covering the Mare-Crane Valley Section of the Sherman Highway in Sherman County.

Contract No. 4575, covering the East Unit, McMinnville Airport-Dayton Junction Section of the Three Mile Lane Highway in Yamhill County.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
DEC 16 1955
FOR FILING

S-96(3)
4575

December 16, 1955

Roy L. Houck & Sons
1585 North 20th Street
Salem, Oregon

Gentlemen:

The State Highway Commission on November 3, 1955 accepted your proposals for the Moro-Grass Valley Section of the Sherman Highway in Sherman County for the sum of $386,230.50, and for the McMinnville Airport-Dayton Junction Section of the Three-Mile Lane Secondary Highway in Yamhill County for the sum of $238,301.00, and referred them to the State Highway Engineer with authority to award the contracts to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contracts in conformity with the Commission's authorization. These projects have been assigned Contract Nos. 4572 and 4575, respectively.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms our telephone conversation of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm

cc: R. G. Savage (SIAC)
Forrest Cooper
S. H. Probert

NOTED
J. Mc C.

Pacific Builder & Engineer, Inc.
2618 Third Ave.
Seattle 1, Washington

Attention: Dorothy McCormack

RECEIVED
NOV 17 1955
FOR FILING

S-96 (3)
4575

Salem, Oregon
November 17, 1955

Mr. S. H. Probert
Mr. Forrest Cooper
Mr. C. W. Enfield
Mr. P. L. Porter
Mr. J. D. Walker

Attached is a copy of a resolution adopted by the State Highway Commission at its meeting on November 3, 1955 designating as a throughway the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Secondary, No. 152, in Yamhill County.

The original of this resolution has been retained in the Commission's files and certified copies have been forwarded to the Public Utilities Commissioner, the Superintendent of State Police, and the Bureau of Public Roads. A signed copy has been sent to the Secretary of State.

E. H. Baldock

Attachment

RECEIVED
NOV 15 1955
FOR FILING

S-96 (3)
4575

November 15, 1955

County Court of Yamhill County
Court House
McMinnville, Oregon

Gentlemen:

We are enclosing herewith fully executed copies of two agreements between the State Highway Commission and Yamhill County, one a Throughway Agreement covering the construction of the East Unit of the McMinnville Airport-Dayton Junction section of the Three Mile Lane Secondary Highway and one an Abandonment Agreement in connection with the relocation of the McMinnville Airport-Dayton Junction section of the Three Mile Lane Secondary Highway, and revisions on the Lafayette Secondary and Salem-Dayton Secondary Highway.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
NOV 17 1955
FOR FILING

S-96 (3)
4575

Salem, Oregon
November 15, 1955

MISC. CONTRACTS and AGREEMENTS No. 1683.

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Gentlemen:

Attached hereto are conformed copies of two agreements with Yamhill County, one a Throughway Agreement covering the construction of the East Unit of the McMinnville Airport-Dayton Junction section of the Three Mile Lane Highway and one an Abandonment Agreement in connection with the relocation of the McMinnville Airport-Dayton Junction section of the Three Mile Lane Highway, and revisions on the Lafayette Secondary and Salem-Dayton Secondary Highways.

One fully executed copy of each of the above agreements has been retained in this office for the Commission's files and one each has been sent to the County Court of Yamhill County.

Very truly yours

Secretary

FH
Attach: 2

RECEIVED
SECRETARY

RECEIVED
NOV 15 1955
FOR FILING

S-96(3)
4575

November 14, 1955

Mr. C. G. Polk
U. S. Bureau of Public Roads

Dear Mr. Polk:

I am enclosing for your records a certified copy of Throughways and Rights of Access Resolution No. 10, adopted by the State Highway Commission at its meeting on November 3, 1955, designating the McMinnville Airport-Dayton Junction Section of the Three Mile Lane State Secondary Highway No. 152 in Yamhill County, as a throughway.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

Enclosure

RECEIVED
NOV 15 1955
FOR FILING

November 14, 1955

Mr. H. G. Maison, Superintendent
State Police Department
107 Public Service Building

Dear Mr. Maison:

I am enclosing for your records a certified copy of Throughways and Rights of Access Resolution No. 10, adopted by the State Highway Commission at its meeting on November 3, 1955, designating the McMinnville Airport-Dayton Junction Section of the Three Mile Lane State Secondary Highway No. 152 in Yamhill County, as a throughway.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

Enclosure

RECEIVED
NOV 15 1955
FOR FILING

November 14, 1955

Hon. Earl T. Newbry
Secretary of State
Capitol Building
Salem, Oregon

Dear Mr. Newbry:

I am enclosing for your records a certified copy of Throughways and Rights of Access Resolution No. 10, adopted by the State Highway Commission at its meeting on November 3, 1955, designating the McMinnville Airport-Dayton Junction Section of the Three Mile Lane State Secondary Highway No. 152 in Yamhill County, as a throughway.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

Enclosure

RECEIVED
NOV 15 1955
FOR FILING

S 96 (3)
4575

Salem, Oregon
Nov. 14, 1955

RESOLUTIONS

Mr. R. H. Baldock
State Highway Engineer

Dear Mr. Baldock:

Attached hereto are five copies of Throughways and Rights of Access Resolution No. 10, adopted by the State Highway Commission at its meeting on November 3, 1955, designating the McMinnville Airport-Dayton Junction Section of the Three Mile Lane State Secondary Highway No. 152 in Yamhill County, as a throughway.

We have retained the original of the resolution for the Commission's records and files and have forwarded copies to the Secretary of State, the Public Utilities Commissioner, the Superintendent of the State Police Department and to the U. S. Bureau of Public Roads.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

Att.

OREGON STATE HIGHWAY DEPARTMENT

Located Line

McMINNVILLE AIRPORT-DAYTON JCT. SECT

THREE MILE LANE HIGHWAY

YAMHILL COUNTY

Scale: 1 inch = 100 feet

Traced By. O.S.S.

April, 1955

Grid Bearings

PART 1 OF 2 PARTS

NOVEMBER 3+4, 1955
COMMISSION MEETING

DRG. NO. 78-32-4

OREGON STATE HIGHWAY DEPARTMENT

Located Line

NNVILLE AIRPORT-DAYTON JCT. SECTION

THREE MILE LANE HIGHWAY

YAMHILL COUNTY

Scale: 1 inch = 100 feet

Traced By. O.S.S.

April, 1955

Grid Bearings

PART 1 OF 2 PARTS

November 3 & 4, 1955
COMMISSION Meeting

DRG. NO. 78-32-4

E. UNIT

McMINNVILLE AIRPORT - DAYTON JCT. SEC. THREE MILE LANE HWY. YAMHILL COUNTY				SHEET No. 6
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
8	OREGON	S-96(3)		

W., W.M.

Sec. 17

Sec. 16

R/W Line

Const. Reinf. Conc. & Steel Deck Girder Bridge 629' Roadway width 30' (to be built under sep. contr.)

Proposed Future Connection

333+80 Lt. Inst. 18" Conc. Pipe-38'

Const. Type 2 Fence

R/W Line

Constr. Public Road Crossing

334+00 Rt. Inst. 18" Conc. Pipe-38'

Existing Gravel Road

Proposed Future Connection

Const. Type 2 Fence

R/W Line

RIVER

R/W Line

Construct Public Road Crossing Inst. 2-12" Conc. Pipes 39' ea. Dr. Exc. 10C.Y.

300' V.C.

400' V.C.

+0.80

Exc. 692

Emb. 384

Exc. 44

Exc. 1135

S.O.H. 5030 Yd. Sta.

S.O.H. 33,262 Yd. Sta. L.O.H. 825 "C" Yd. Sta.

See Sheet 9 From Sta. 340+80

S.O.H. 16,464 Yd. Sta. L.O.H. 870 "C" Yd. Sta.

From Sta. 340+90

335

340

345

347

Howard Paris
Complaint

T. 4 S. R. 3 W., W.M.

YAMHILL RIVER

R/W Line

Constr. Reinf. Conc. Deck Girder Bridge 110' Roadway width 43' (To be built under sep. contr.)

Const. Reinf. Conc. & Steel Deck Girder Bridge 629' Roadway width 30' (To be built under sep. contr.)

Const. Type 2 Fence

Const. Guard Rail L1 & R1. - 875' ea.

℄ Future East Bound Lanes

Inst. 1½" galv. elec. rigid Conduit - 60' Leave 12" square hole on ℄ of Island

See Sheet No. 8 for details of Dayton Interchange

Tap Field Drain

Pond

18" Conc.

"8" Line

Construct Ditch

8" Field Tile

Bridge

Elev. 110.0

Loose Rip Rap

Ground Line

DETAIL
Loose Rip Rap Slopes

NORTH CITY LIMITS

60" Corr Metal Pipe

Const Loose Rip Rap Slopes at West End of Bridge

Loose Rip Rap - 300 c.y.
(See Sketch)

400' V.C.

Finish Grade

-0.20

+0.22

℄ Line A

Emb. 40

Emb. 1086

Emb. 2433

315

320

325

330

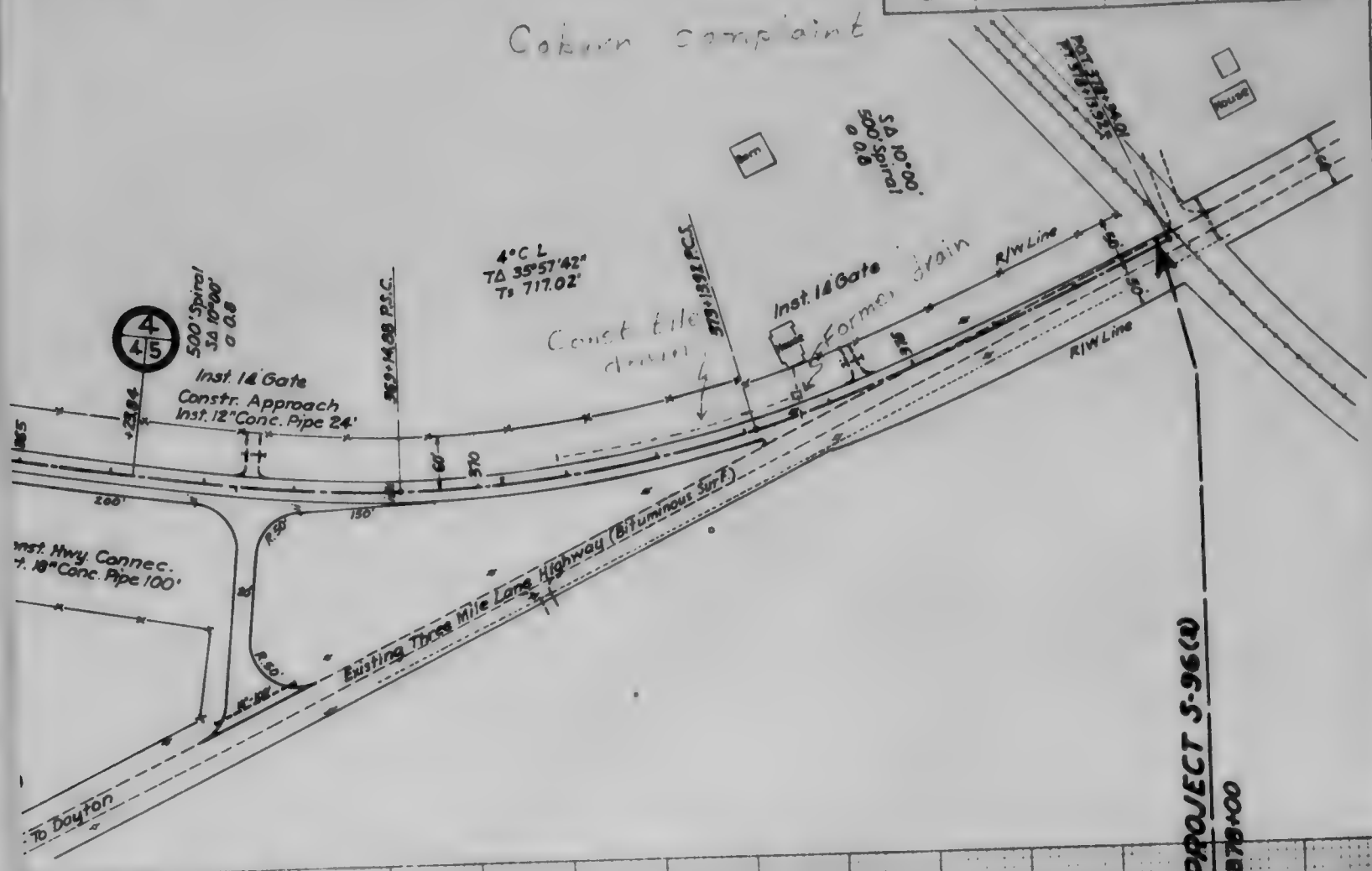
E. UNIT

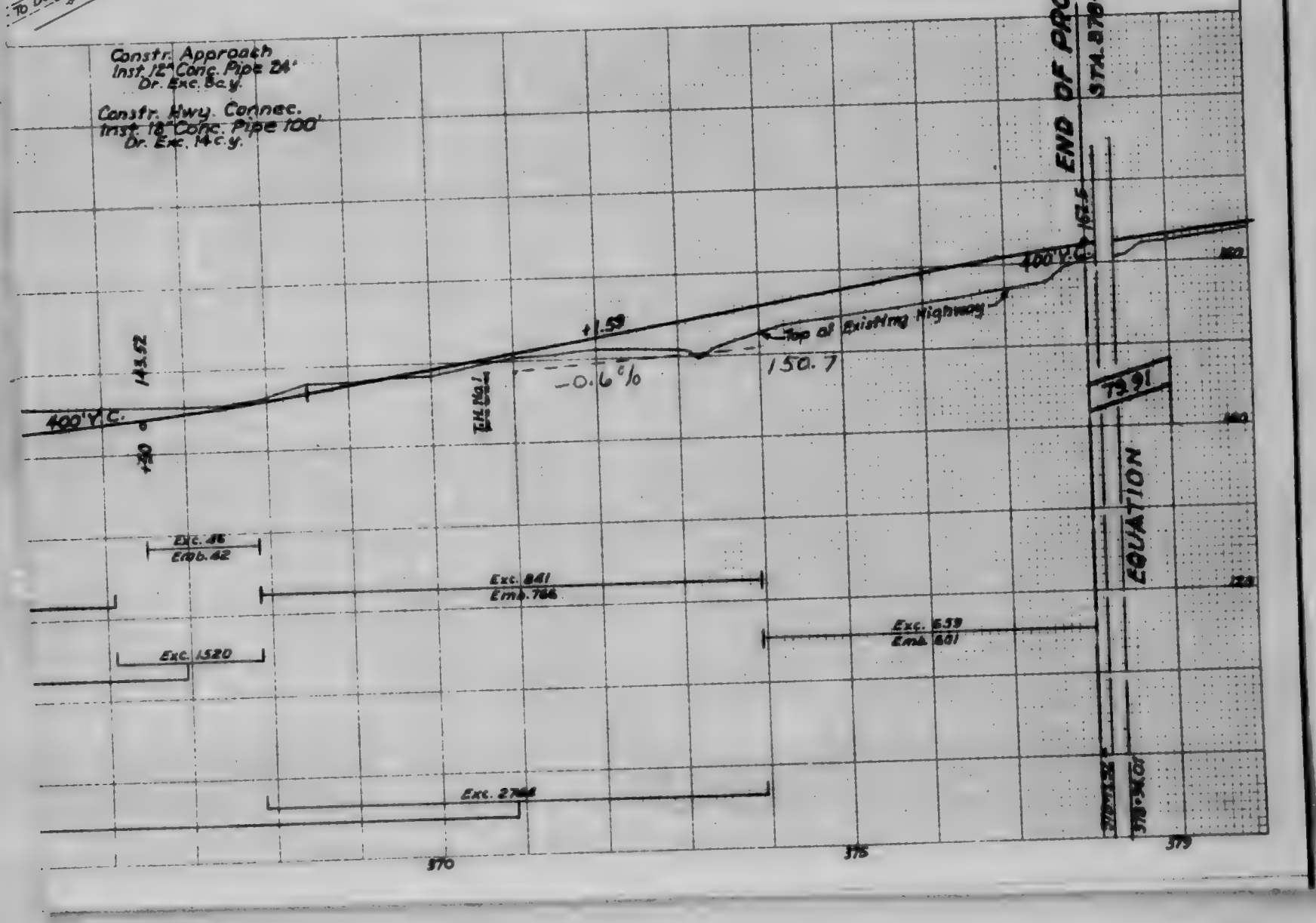
McMINNVILLE - [illegible]PORT-DAYTON JCT. SEC. THREE LANE HWY.
YAMHILL COUNTY

SHEET No 7

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-96(3)		See Index

Coburn complaint





Oct.

E.O.

E.O.

E.O.

E.O.

-3 1/42

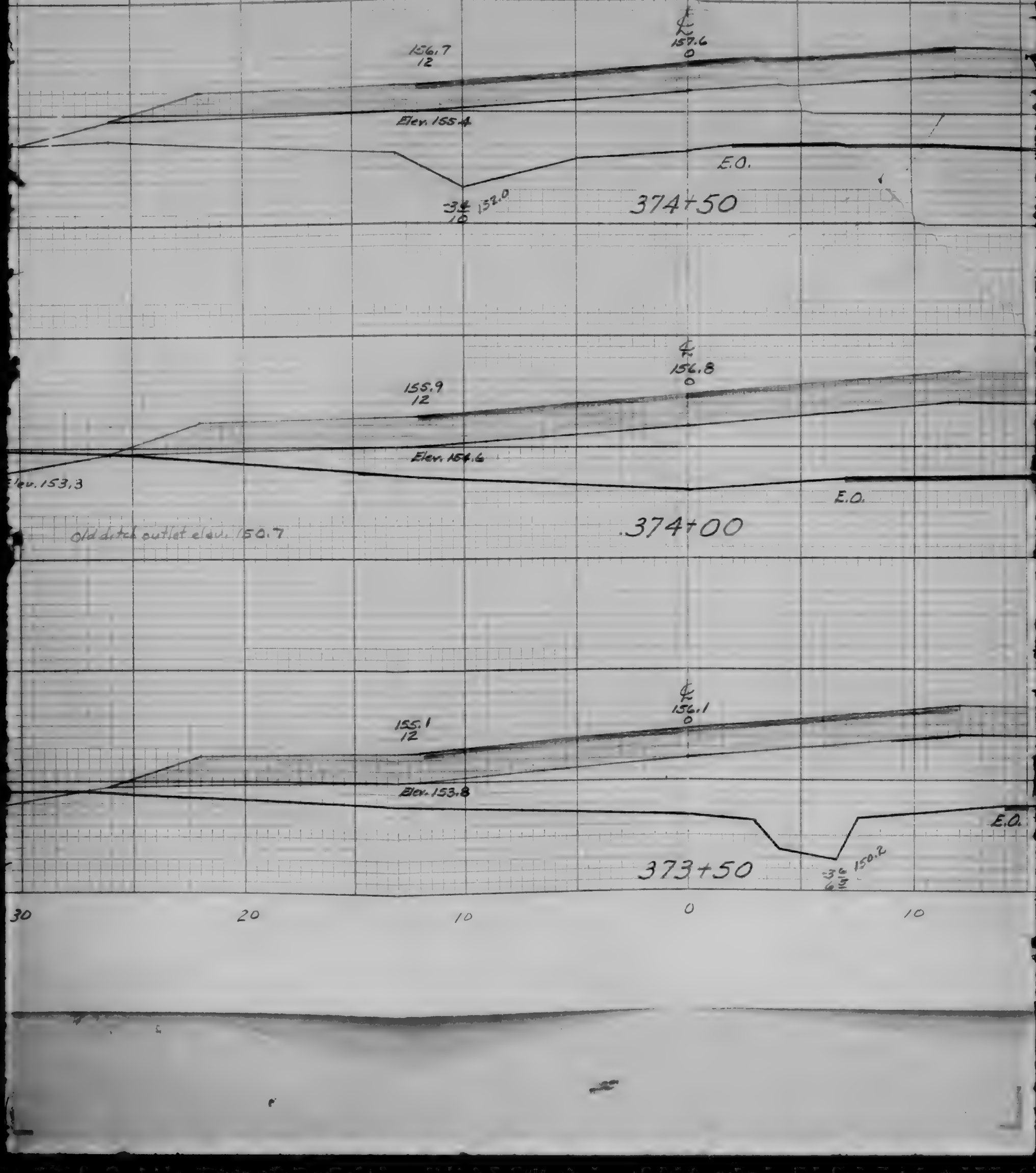
10 20 30 40 50

East Unit, McMinnville Airport - Dayton Sct.

Yamhill County

Jan. 1958

Coburn drainage complaint



East Unit

Column House

Basement

Elev. 151.0

Elev. 153.3

Old ditch outlet e.o.l. 50.7

50 40 30 20

E. UNIT, Mc MINNVILLE AIRPORT-DAYTON JCT. SEC. THREE MILE LANE HWY. YAMHILL COUNTY				SHEET No. 1
FED. ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-96 (3)		See Index

BIDDING PLANS

F OREGON
AY DEPARTMENT
OPOSED PROJECT

G & OILING

T UNIT
RT-DAYTON JCT. SECTION
LANE HIGHWAY
LL COUNTY
OV., 1955

REGISTERED PROFESSIONAL ENGINEER 157 OREGON NOV. 8, 1919 R. H. BALDOCK

DEPUTY STATE HIGHWAY ENGINEER

h Map

Feet 4000 6000

STATE HIGHWAY COMMISSION

BEN R. CHANDLER Chairman
CHAS. H. REYNOLDS Commissioner
M. K. Mc IVER Commissioner

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED:

DISTRICT ENGINEER DATE

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Summary & Typical Sections
3 - 8	Plan & Profile

DRG. NOS.

2051	Misc. Struct. for Interurban Proj.
2085	Standard R. of W. Fences.
IR-2-2086	Electrical Conduit.

STATE OF ORE
STATE HIGHWAY DE

PLANS FOR PROPOSED

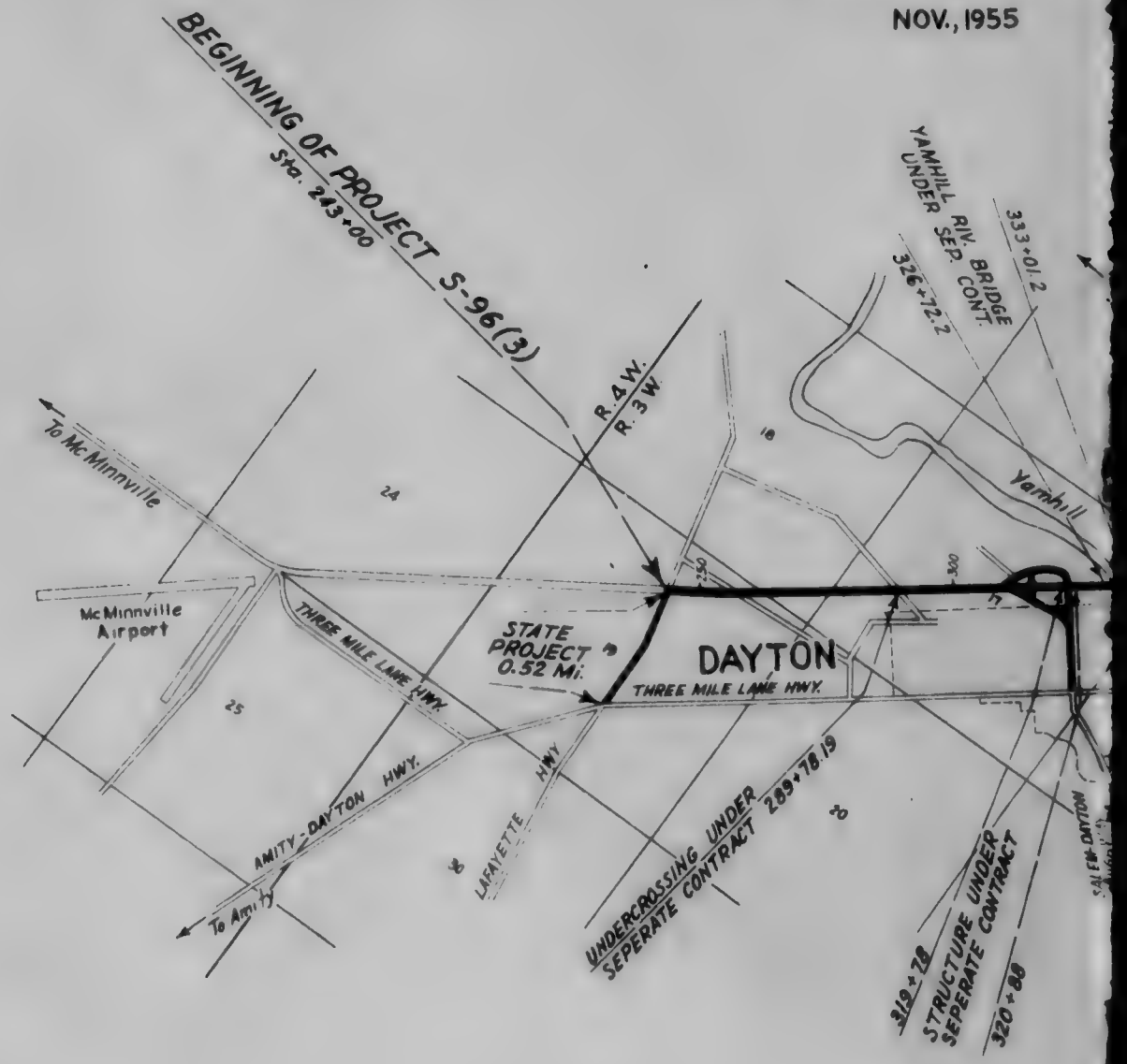
GRADING & OILING

EAST UNIT
McMINNVILLE AIRPORT-DAY

THREE MILE LANE HIG

YAMHILL COUNTY

NOV., 1955

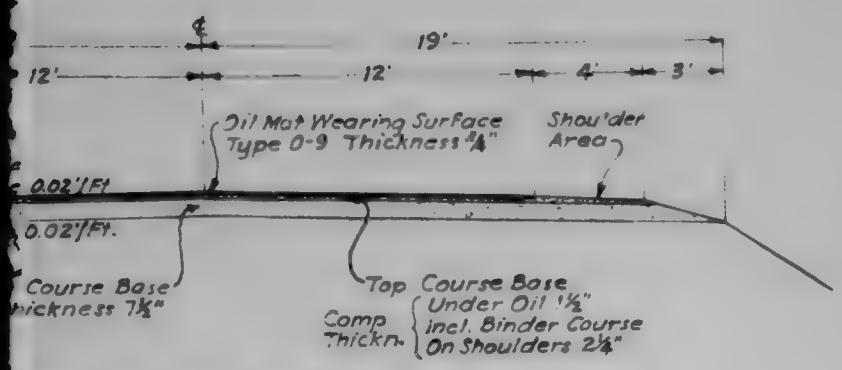


CONVENTIONAL SIGNS

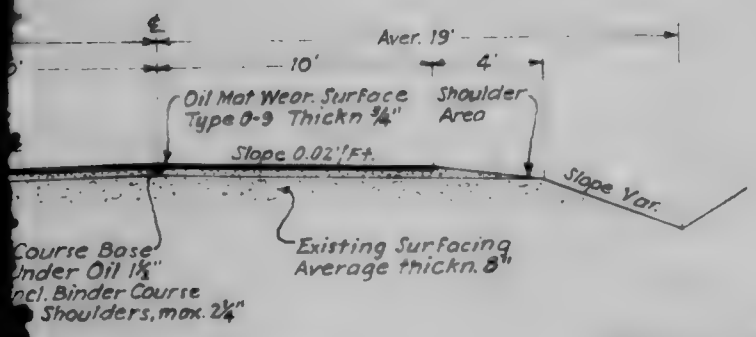
- State Line
- County Line
- City or Town Limits
- Township Line
- Section Line
- Donation Land Claim Line
- Fence Line
- Guard Rail
- Unfenced Property or Right of Way Line
- Existing Roads
- Trails
- Base or Survey Line
- Railroads
- Retaining Wall
- Culverts
- Drop Inlet
- Trolley Pole
- Power Pole
- Telephone or Telegraph Poles
- Marsh
- Irrigation Ditches
- Bridges
- Trees

E. UNIT

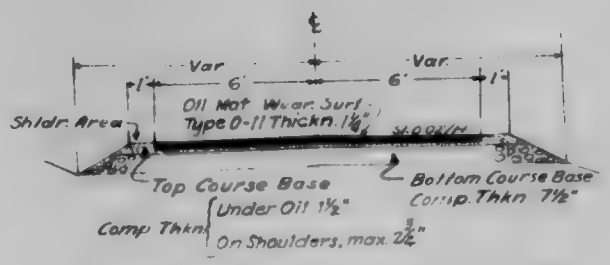
McMINNVILLE AIRPORT-DAYTON JCT SEC. THREE MILE LANE HWY YAMHILL COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-96(3)		See Index



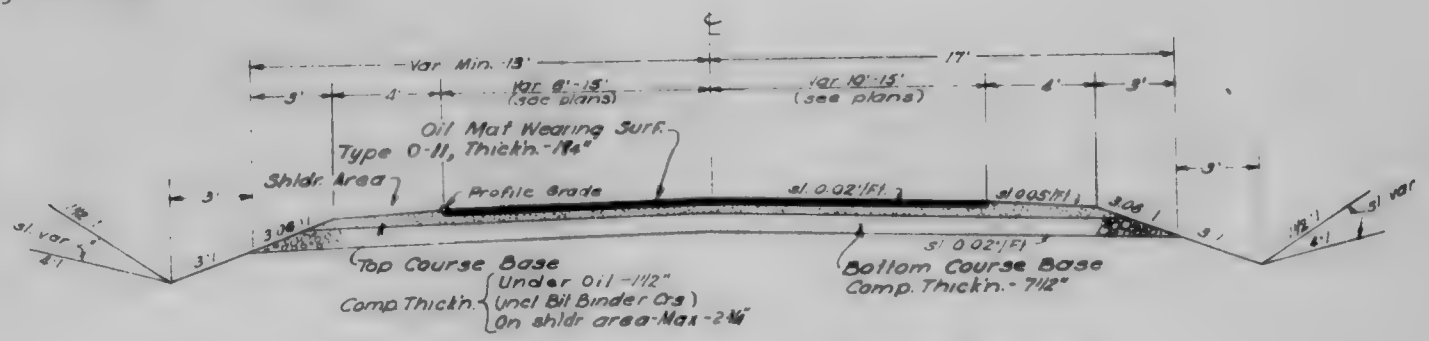
Surfacing Section
Connec. to Lafayette Highway



Resurfacing Section
Lafayette Highway



Approach Road at Left of Sta. 290+00

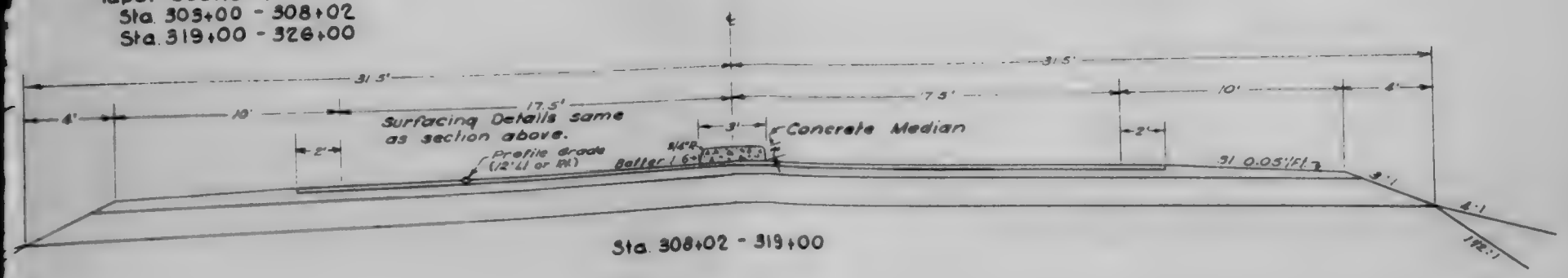


Connection at Sta. 252+50, & 367+50
and Dayton Interchange

I O N S

Half-section - future Eastbound Lane

Taper Sections
Sta. 303+00 - 308+02
Sta. 319+00 - 326+00

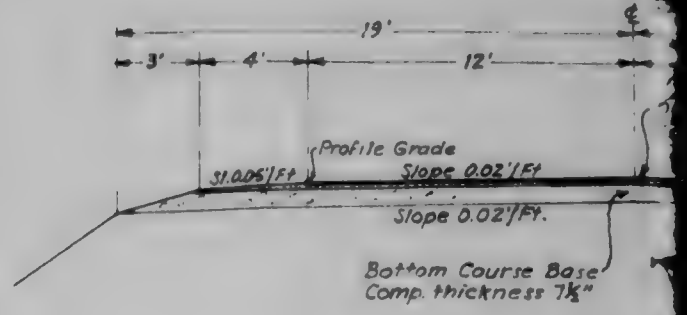


Sta. 308+02 - 319+00

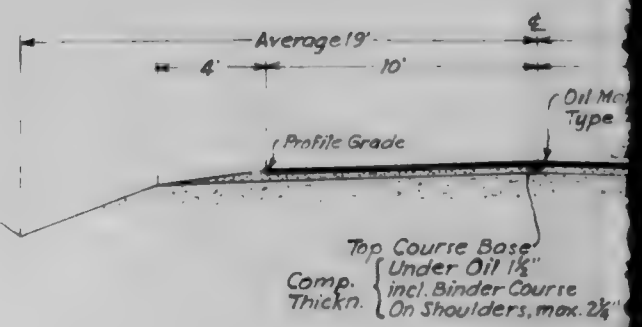
S U M M A R Y

Length of S. Project 2.55 Miles

ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL	SEGREGATION OF QUANTITIES	
					FAS PROJ.	STATE PROJ.
Clearing and Grubbing	All	All			All	
Drainage Exc., Unclassified	Cu Yd.	1533	167	1700	1700	
General Exc., Unclassified	"	313,123	30,877	344,000	344,000	
Short Overhaul	Yd. Sta.	1,326,246	129,754	1,456,000	1,456,000	
Long Overhaul	C-Yd. Sta.	30,544	3,456	34,000	34,000	
Finishing Roadbed and Slopes	Mile	2.42	–	2.42	2.42	
Rounding Cutbanks	Lin. Ft	4,300	400	4,700	4,700	
12-inch Corr. Metal Pipe	" "	120	10	130	130	
48-inch Corr. Metal Pipe, 10 Gage	" "	145	15	160	160	
60-inch Corr. Metal Pipe	" "	440	20	460	460	
8-inch Perf. Metal Drain Pipe, Uncoated	"	2995	305	3300	3300	
10-inch Perf. Metal Drain Pipe, Uncoated	"	300	30	330	330	
12-inch Concrete Pipe	"	907	93	1000	1000	
18-inch Concrete Pipe	"	714	76	790	790	
24-inch Concrete Pipe	" "	114	6	120	120	
Special Backfill in Drains	Cu. Yd.	237	23	260	260	
Concrete Catch Basins	One	2	–	2	2	
Concrete in Islands	Cu. Yd.	70	6	76	76	
1¼-inch Electrical Conduit	Lin. Ft.	430	40	470	470	
Metal Guard Rail	" "	3,100	300	3400	3400	
Metal Sight Posts	One	90	10	100	100	
Type 2 Fence	Rod	1613	167	1780	1780	
14'x50" Metal Gates	One	11	1	12	12	
Loose Riprap	Cu.Yd.	500	–	500	500	
Coarse Crushed Material in Base	Cu. Yd.	24,794	2,206	27,000	26,700	300
3/4"-0 Material in Base	" "	6,776	624	7400	6840	560
Sprinkling	M-Gal.	790	70	860	850	10
Preparation of Base	Mile	2.94	–	2.94	2.42	0.52
3/4"-0 Material in Binder Course	Cu Yd.	706	64	770	700	70
RC-3 Asphalt	Ton	92	8	100	90	10
Furnishing and Placing Aggregates	Cu. Yd.	2724	176	2900	2700	200
150-200 Asphalt	Ton	187	13	200	190	10
RS-1 Asphalt	"	63	7	70	62	8

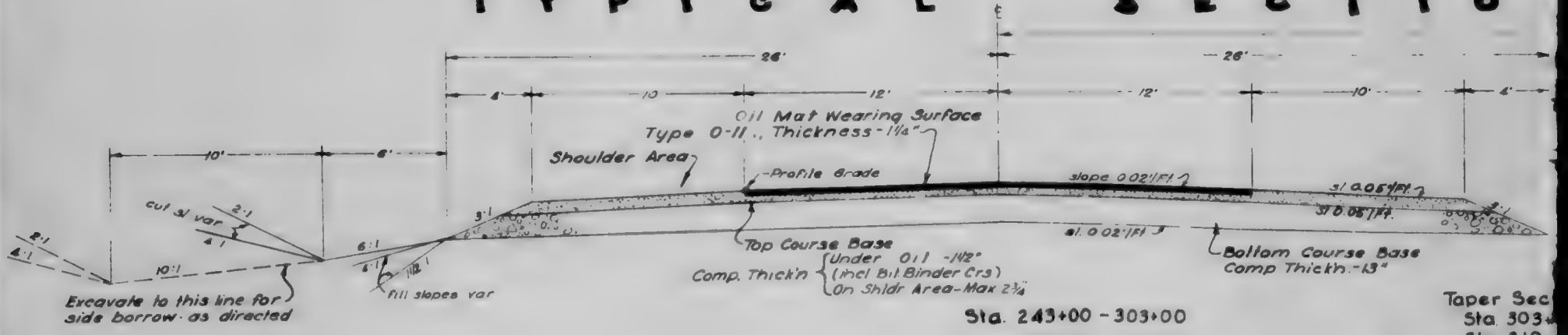


Surfacing
Connec. to Lafa



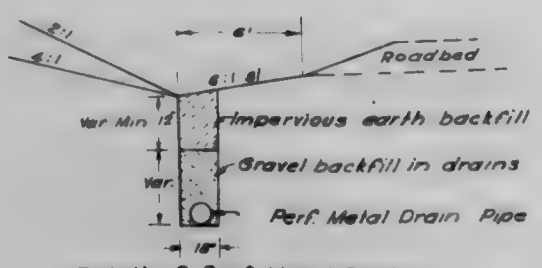
Resurfacing S
Lafayette High

T Y P I C A L S E C T I O

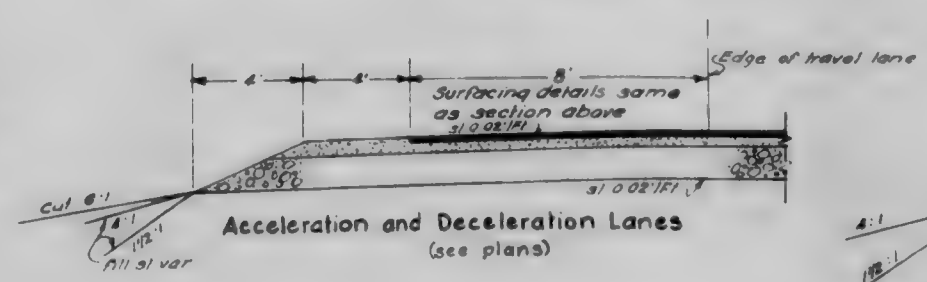


Sta. 243+00 - 303+00
Sta. 326+00 - 378+00

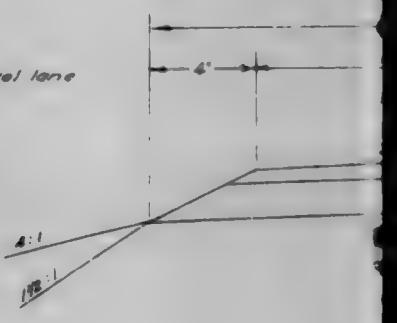
Taper Sec
Sta. 303+
Sta. 319+



Detail of Perf. Metal Drains
(see plans for location)



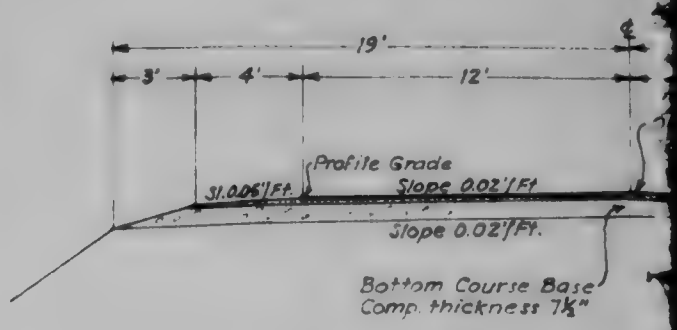
Acceleration and Deceleration Lanes
(see plans)



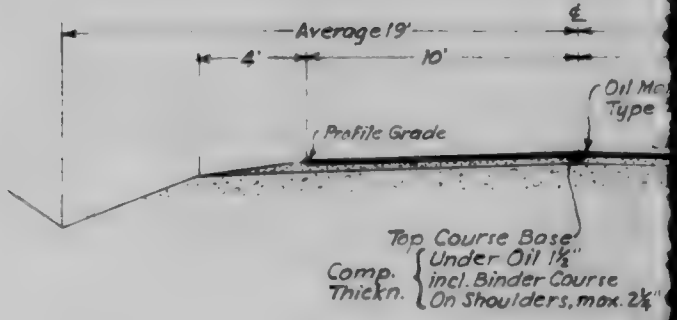
S U M M A R Y

Length of S-Project 2.557 Miles

ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL	SEGREGATION OF QUANTITIES	
					FAS PROJ. Sta. 243+00 to Sta. 378+00	STATE PROJ Lafayette Road Conn
Clearing and Grubbing	All	All			All	
Drainage Exc., Unclassified	Cu.Yd.	1533	167	1700	1700	
General Exc., Unclassified	" "	313,123	30,877	344,000	344,000	
Short Overhaul	Yd.Sta.	1,326,246	129,754	1,456,000	1,456,000	
Long Overhaul	C-Yd.Sta.	30,544	3,456	34,000	34,000	
Finishing Roadbed and Slopes	Mile	2.42	—	2.42	2.42	
Rounding Cutbanks	Lin.Ft.	4,300	400	4,700	4,700	
12-inch Corr. Metal Pipe	" "	120	10	130	130	
48-inch Corr. Metal Pipe, 10 Gage	" "	145	15	160	160	
60-inch Corr. Metal Pipe	" "	440	20	460	460	
8-inch Perf. Metal Drain Pipe, Uncoated	" "	2995	305	3300	3300	
10-inch Perf. Metal Drain Pipe, Uncoated	"	300	30	330	330	
12-inch Concrete Pipe	"	907	93	1000	1000	
18-inch Concrete Pipe	"	714	76	790	790	
24-inch Concrete Pipe	" "	114	6	120	120	
Special Backfill in Drains	Cu.Yd.	237	23	260	260	
Concrete Catch Basins	One	2	—	2	2	
Concrete in Islands	Cu.Yd.	70	6	76	76	
1½-inch Electrical Conduit	Lin.Ft.	430	40	470	470	
Metal Guard Rail	" "	3,100	300	3400	3400	
Metal Sight Posts	One	90	10	100	100	
Type 2 Fence	Rod	1613	167	1780	1780	
14'x50' Metal Gates	One	11	1	12	12	
Loose Riprap	Cu.Yd.	500	—	500	500	
Coarse Crushed Material in Base	Cu.Yd.	24,794	2,206	27,000	26,700	300
3/4"-0 Material in Base	" "	6,776	624	7400	6840	560
Sprinkling	M-Gal.	790	70	860	850	10
Preparation of Base	Mile	2.94	—	2.94	2.42	0.52
3/4"-0 Material in Binder Course	Cu.Yd.	706	64	770	700	70
RC-3 Asphalt	Ton	92	8	100	90	10
Furnishing and Placing Aggregates	Cu.Yd.	2724	176	2900	2700	200
150-200 Asphalt	Ton	187	13	200	190	10
RS-1 Asphalt	"	63	7	70	62	8

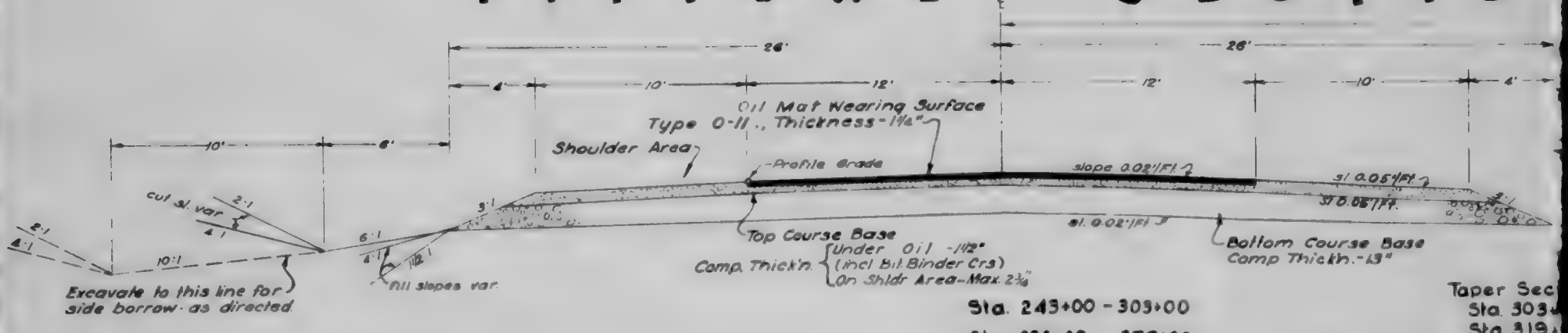


Surfacing
Connec. to Lafa



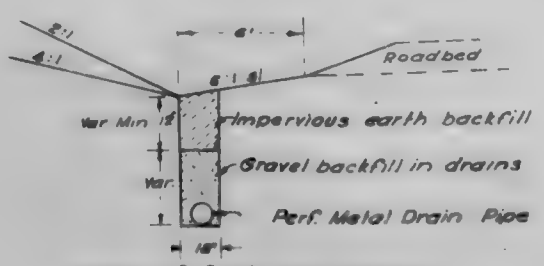
Resurfacing S
Lafayette Hig

T Y P I C A L S E C T I O

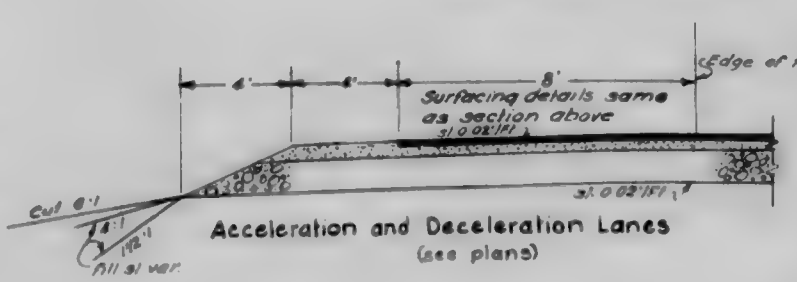


Sta. 243+00 - 303+00
Sta. 326+00 - 378+00

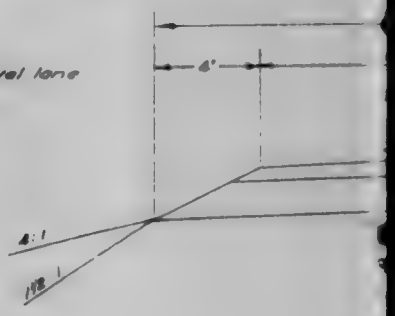
Taper Sec
Sta. 303+
Sta. 319+



Detail of Perf. Metal Drains
(see plans for location)



Acceleration and Deceleration Lanes
(see plans)



E.UNIT

McMINNVILLE AIRPORT-DAYTON JCT SEC.
THREE MILE LANE HWY.
YAMHILL COUNTY

OREGON S-96(3)

SHEET NO 3

TOTAL SHEETS

R100'

PC Rad.

R/W Line

50'

Existing Gravel Surface ROAD

Proposed Future Connections

3+42.29 PT

R/W Line

Existing Gravel Surface

235

N.57°57'20"E. (Grid)

240

60'

61°06'12"

Const. Type 2 Fence

245

250

60'

℄ Future East Bound Lanes

Constr. Public Road Crossing

Const. Temp Connection

30'

60'

239+41.54

50'

723.80'

R/W Line

LAFAYETTE

19

STA. 243+00

S-96(3)

R100'

50'

Proposed Future Connection

R/W Line

12°C.R.
Δ 24°14'23"
T. 102.59'

Δ2 11°53'0" PC

Δ2 13+58.90 PT

Const. Public Road Crossing

Const. Temporary Connection

20°C.R.
Δ 38°57'20"
T 101.04

Δ1 PC 0+00

Δ1 PT 3+39.44

OF PROJECT

154.85

600' V.C

+50

+0.142

160

140

BEGINNING STA. 243+00

Exc. 122
Emb. 102

Exc. 1176

S.O.H. 7056 Yd. Sta. L.O.H. 21 "C" Yd. Sta.

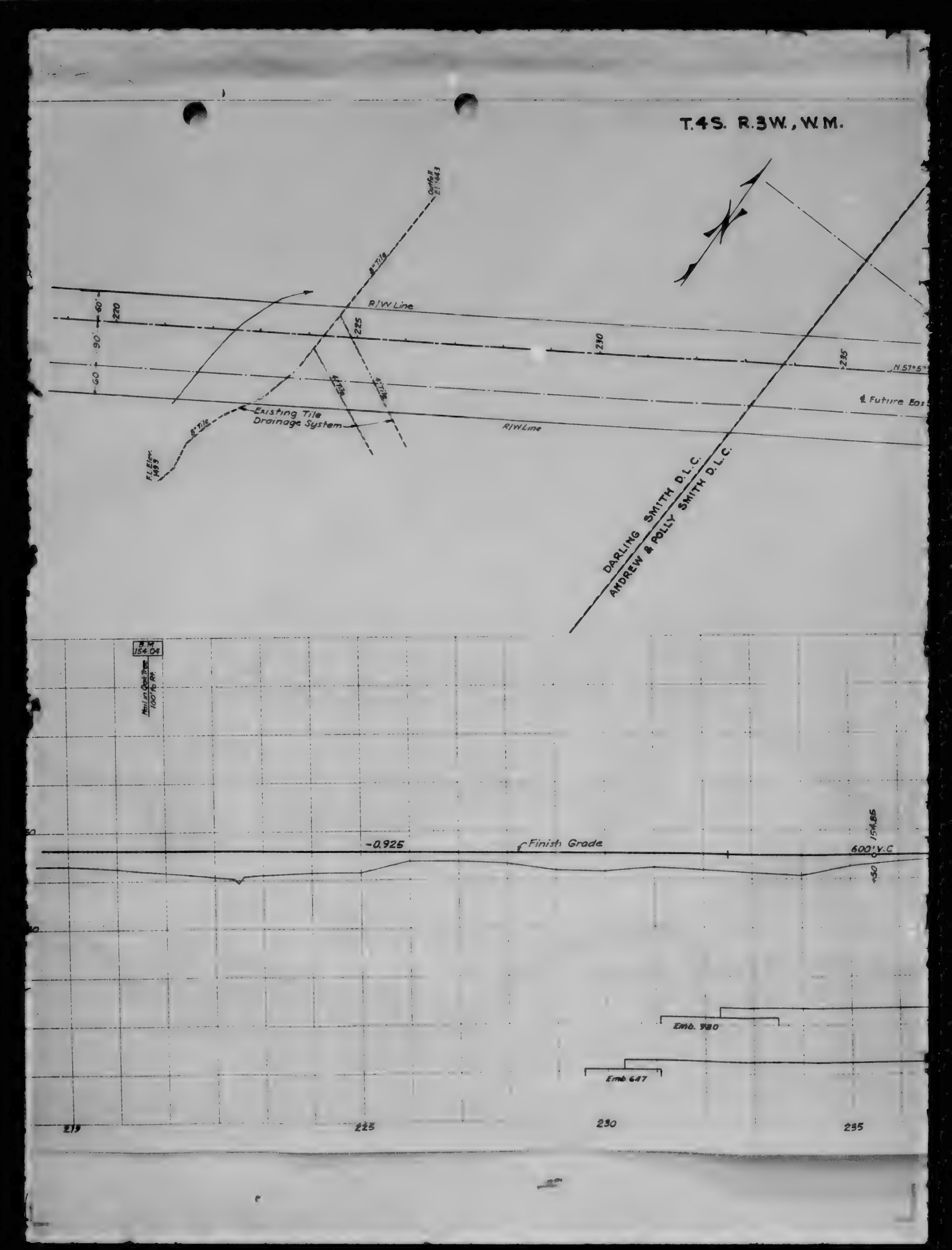
See Sheet 6

S.O.H. 4656 Yd. Sta. L.O.H. 345 "C" Yd. Sta.

Fr. Sta. 286+68

235 240 245 251

T.4S. R.3W., W.M.


Outfall El 144.3
8" Tile
R/W Line
60'
90'
60'
220
225
230
235
N.57°5
℄ Future Eas
4" Tile
4" Tile
8" Tile
Existing Tile Drainage System
R/W Line
Fl. Elev. 149.5
DARLING SMITH D.L.C.
ANDREW & POLLY SMITH D.L.C.
B.M. 154.04
Mail in Quad Tree 100' to N.
-0.925
℄ Finish Grade
600' V.C
154.85
+50
Emb. 980
Emb. 647
215
225
230
235

R.3 W., W. M.

E. UNIT

McMINNVILLE AIRPORT-DAYTON JCT. SEC.
THREE MILE LANE HWY.
YAMHILL COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	S-96(3)	

SHEET No. 4
TOTAL SHEETS See Index

Sec. 18
Sec. 17

+24 Inst. 40" Corr. Metal Pipe 145' - 10 ga.
Inst. 8" Perf. Metal Pipe 145'
+20 Inst. 8" Perf. Metal Pipe 160'

Const. Type 2 Fence
N 54°59'50" E. (Grid)
Constr. Farm Crossing
Inst. 2-12" Conc. Pipes 24' ea.
Const. Guard Rail Lt. & Rt. - 250' ea.
℄ Future East Bound Lanes
Const. Type 2 Fence
R/W Line
Inst. 8" Perf. Metal Drain Pipe (see Shl. 7)
Inst. 14' Gate
Constr. Farm Crossing
Inst. 2-12" Conc. Pipes 24' ea.
R/W Line
Inst. 14' Gate

ANDREW SMITH D.L.C.
ANDREW & POLLY SMITH D.L.C.

Const. Farm Crossing
Inst. 2-12" Conc. Pipes 24' ea.
Dr. Exc. 4 c.y.

Const. Farm Crossing
Inst. 2-12" Conc. Pipes 24' ea.
Dr. Exc. 6 c.y.

Inst. 8" Perf. Metal Drain Pipe
(see shl. 7)

Install 40" Corr. Metal Pipe 145' - 10 ga.
8" Perf.
Dr. Exc. 24 c.y.
Gen. Exc. 333 c.y.
Special Backfill 35 c.y.

Install 8" Perf. Metal Pipe 160'
Dr. Exc. 44 c.y.
Special Backfill 30 c.y.

+24

+24

165.16

160

600' V.C.

-0.52

140

Exc. 3166

Ex. 212
Em. 197

Exc. 11,484

Emb. 9371

Exc. 4414

Emb 13,058

See Sheet 7

SOH 53,400 Yd. Sta.

From Sta. 284+10

120

From Sta. 286+35

Tan. Gr. 0.6%

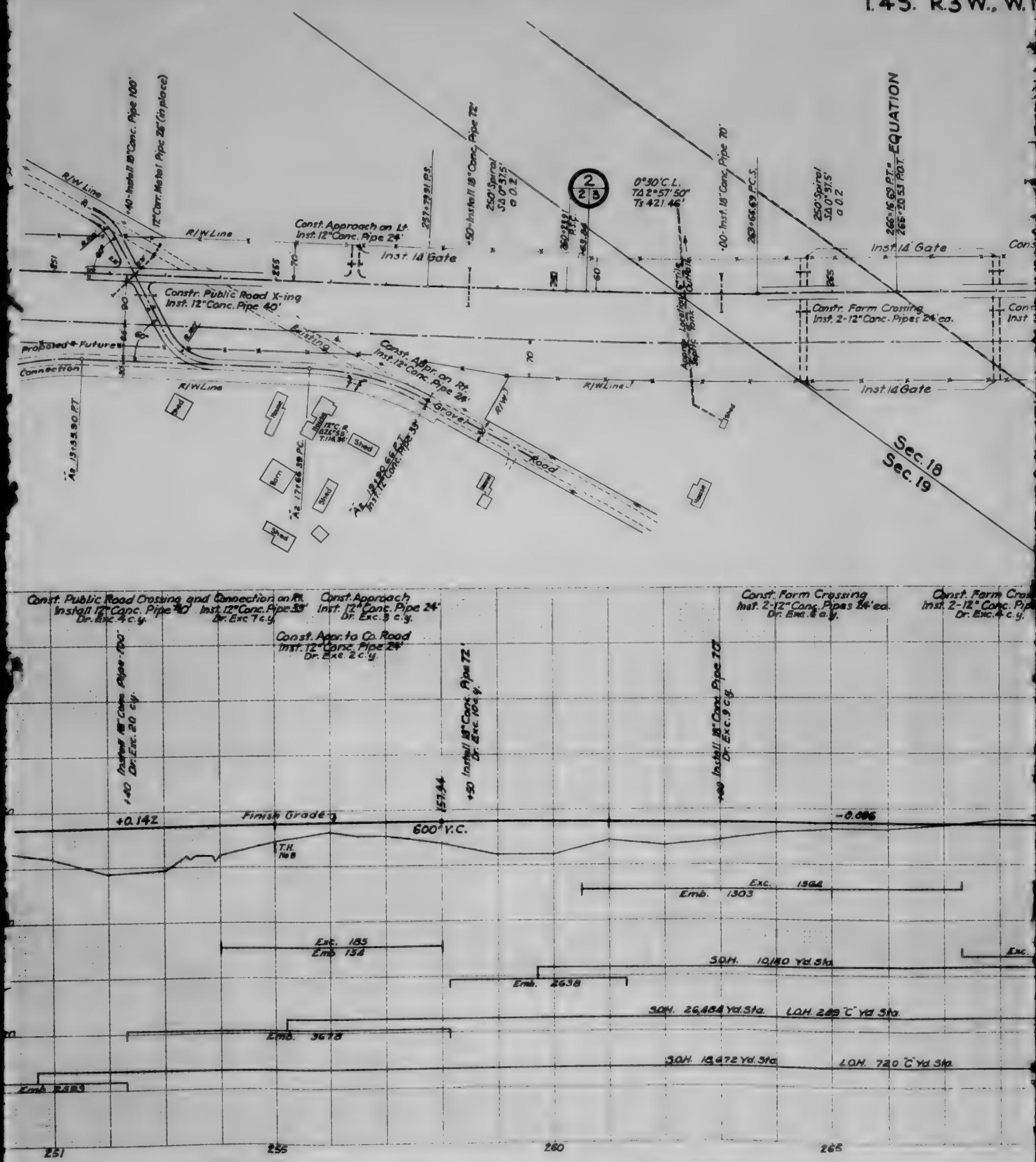
270

275

280

285

T.4S. R.3W., W.M.


R/W Line
40'-Install 18"Conc. Pipe 100'
12"Corr. Metal Pipe 25'(in place)
Const. Approach on Lt.
Inst. 12"Conc. Pipe 24'
Inst. 14' Gate
251+73 P.S.
50'-Install 18"Conc. Pipe 72'
250' Spiral
SΔ 0°37.5'
σ 0.2
2
2 3
0°30' C.L.
TΔ 2°57'50"
Ts 421.46'
00'-Inst. 18"Conc. Pipe 70'
263+65.69 P.C.S.
250' Spiral
SΔ 0°37.5'
σ 0.2
266+16.69 P.T.
265+20.53 P.O.T.
EQUATION
Inst. 14' Gate
Constr. Public Road X-ing
Inst. 12"Conc. Pipe 40'
Constr. Farm Crossing
Inst. 2-12"Conc. Pipes 24' ea.
Proposed + Future
Connection
Existing
Const. Appr. on Rt.
Inst. 12"Conc. Pipe 24'
Gravel
R/W Line
Inst. 14' Gate
Sec. 18
Sec. 19
Road
House
Shed
Barn
Const. Public Road Crossing and Connection on Rt.
Install 12" Conc. Pipe 40'
Dr. Exc. 4 c.y.
Inst. 12"Conc. Pipe 35'
Dr. Exc. 7 c.y.
Const. Approach
Inst. 12" Conc. Pipe 24'
Dr. Exc. 3 c.y.
Const. Appr. to Co. Road
Inst. 12" Conc. Pipe 24'
Dr. Exc. 2 c.y.
Const. Farm Crossing
Inst. 2-12" Conc. Pipes 24' ea.
Dr. Exc. 8 c.y.
Const. Farm Cross
Inst. 2-12" Conc. Pipe
Dr. Exc. 4 c.y.
140 Install 18" Conc. Pipe 100'
Dr. Exc. 20 c.y.
157.44
+30 Install 18" Conc. Pipe 72'
Dr. Exc. 10 c.y.
+80 Install 18" Conc. Pipe 70'
Dr. Exc. 9 c.y.
+0.142
Finish Grade
600' V.C.
-0.096
T.H. No 8
Exc. 1504
Emb. 1303
Exc. 185
Emb. 154
Exc.
S.O.H. 10,180 Yd. Sta.
Emb. 2638
S.O.H. 26,484 Yd. Sta.
L.O.H. 269 "C" Yd. Sta.
Emb. 3678
S.O.H. 19,472 Yd. Sta.
L.O.H. 720 "C" Yd. Sta.
Emb. 2483
251
255
260
265

E. UNIT

McMINNVILLE AIRPORT - DAYTON JCT SEC. THREE MILE LANE HWY YAMHILL COUNTY				SHEET No 5
FED. ROAD DIV. NO	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
8	OREGON	S-96(3)		

3W., W.M.

R/W Line 1 Const Type 2 Fence 1

500'

+65

Inst. 10" Perf. Metal Pipe 300'

70'

Taper 300'

635'

300

305

Inst. 8" Perf. Metal Pipe 320'
Inst. 60" Corr. Metal Pipe 320'
+20 Const. Inlet & Outlet Ditches

Const. Raised Conc. Median

Const. Guard Rail Lt. & Rt. 425' ea

+23

Inst. 1½" galv. elec. rigid Conduit - 60'
Leave 12" square hole on ℄ of Island

d' Lanes

190'

100'

24'

104'

12°C R
Δ 27°15'
T 115.73'

P.T. 1+51.79

P.T. 0+75.29

104'

17

R/W Line

335'

30°C.L.
Δ 69°50'12"
T. 193.33'

3
3 4

R/W Line 1

A 1

1+46.09 P.C.

3+39.42 P.T.

Barn

House

0+00

+80'

+43

375

See Sheet No. 10 for Details of DAYTON INTERCHANGE

Metal Pipe - 2370'
300 C.Y.
Backfill 468 C.Y.

Inst. 10" Perf. Metal Pipe - 300'

Inst. 8" Perf. Metal Pipe 320'
" 60" Corr. Metal Pipe 320'
+20 Const. Inlet and Outlet Ditches
Dr. Exc. 533 c.y.
Special Backfill 466 c.y.
Emb. Ex. 295 c.y.

130.17

+194

400' V.C.

-0.20

Exc. 291

To Log "A" Sta 9+30

Exc. 51,963

Exc. 37,338

Emb. 31,969

Exc. 796
Emb. 783

Exc. 27,485

S.O.M. 53,000 Yd Sta.

Emb. 24,946

To Sta. 318+70

140

120

100

300

305

310

315

T. 4 S. R. 3 W., W. M.

Adjust 1" Water Line 280' } Extra Work
Inst. 4" Conc. Sewer Pipe 80' }

Construct Approach
Inst. 12" Conc. Pipe 24'

R/W Line

Inst. 8" Perf. Metal Pipe 2370'

N. 54° 59' 30" E. (Grid)

Const. County Road
Overcrossing - 250'
(to be built under sep contr

℄ Future East Bound Lanes

289+76.13
℄ 06.09

1" Water Pipe (in place)

R/W Line

Existing Gravel Road

Install 12" Conc. Pipe 42'

Const. Type 2 Fence

(see 37/1 6)

Const. Approach to
County Road on Lt.
Inst. 12" Conc. Pipe 24'
Dr. Exc. 3 c.y.
Inst. 12" Conc. Pipe 42'
on Rt. on Co. Road.
Dr. Exc. 5 c.y.

Inst. 8" Perf. Metal Pipe 2370'
Dr. Exc. 300 C.Y.
Special Backfill N.A. C.Y.

Finish Grade

-0.922

County Road Profile

Finish Grade

+4.08

100' V.C.

290' V.C.

-4.54

100' V.C.

Exc. 6.00
Emb. 5.46

Exc. 14,906

Exc. 51,963

Exc. 12,070
To Sta. 236+17

Exc. 342
To Sta. 230+90

Exc. 11,084

Exc. 775
To Sta. 230+34

280
285
290
295
300
140
120

E. UNIT

McMINNVILLE AIRPORT - DAYTON JCT. SEC. THREE MILE LANE HWY. YAMHILL COUNTY				SHEET No 6
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-96(3)		See Index

W., W.M.

R/W Line

Const. Reinf. Conc. & Steel Deck Girder Bridge 629' Roadway width 30' (To be built under sep. contr.)

R/W Line

Proposed Future Connection

333+80 Lt. Inst 12 Conc Pipe - 39'

Const. Type 2 Fence

R/W Line

Sec. 17

Sec. 16

Constr. Public Road Crossing

334+00 Rt. Inst. 12" Conc. Pipe - 39'

Existing Gravel Road

Proposed Future Connection

Const. Type 2 Fence

R/W Line

R/W Line

RIVER

YAMHILL RIVER (separate contract)

Construct Public Road Crossing Inst. 2-12' Conc. Pipes, 39' ea. Dr. Exc. 10C.Y

300' V.C.

400' V.C.

+0.80

+0.385

Exc. 642
Emb. 388

Exc. 44

Exc. 1195

S.O.H. 5030 Yd. Sta.

S.O.H. 33,282 Yd. Sta. L.O.H. 829 "C" Yd. Sta.

S.O.H. 16,464 Yd. Sta. L.O.H. 870 "C" Yd. Sta.

See Sheet 9 From Sta 368+90

From Sta 370+90

335

340

345

347

T.4S. R.3W., W.M.

YAMHILL RIVER

R/W Line

Constr. Reinf. Conc. Deck Girder Bridge 110' Roadway width 43' (To be built under sep. contr.)

Const. Type 2 Fence

Const. Guard Rail L1 & R1. - 875' ea.

Const. Reinf. Conc. & Steel Deck Girder Bridge 629' Roadway width 30' (To be built under sep. contr.)

22° C.R. Δ 81°31'41" T. 224.52'

Inst. 1¼" galv. elec. rigid Conduit - 60' Leave 12" square hole on ℄ of Island

℄ Future East Bound Lanes

See Sheet No. 8 for details of Dayton Interchange

"B" Line

R/W Line

Const Type 2 Fence

NORTH CITY LIMITS

Creek

Bridge ℄

Elev. 110.0

Loose Rip Rap

Ground Line ℄

DETAIL
Loose Rip Rap Slopes

Const Loose Rip Rap Slopes at West End of Bridge

Loose Rip Rap - 300 c.y.
(See Sketch)

-0.20

400' V.C.

Finish Grade ℄

+0.223

+7.22

℄ Line A3

Ret. Hole No. 3

Emb. 0.40

Emb. 10.86

Emb. 8.98

Emb. 24.33

Emb. 100,057

315

320

325

330

E. UNIT

McMINNVILLE AIRPORT - DAYTON JCT. SEC. THREE MILE LANE HWY YAMHILL COUNTY				SHEET NO. 7
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
8	OREGON	S-96(3)		

364+14.88 P.S.

500' Spiral
Δ 10°00'
a 0.8

4
4/5

Inst. 14 Gate
Constr. Approach
Inst. 12" Conc. Pipe 24'

369+14.88 P.S.C.

4° C L
TΔ 35°57'42"
Ts 717.02'

373+1.92 P.C.S.

Inst. 14 Gate

R/W Line

Barn

SA 10°00'
500' Spiral
a 0.8

POT 378+34.01
PT 378+13.92S

HOUSE

R/W Line

50'

50'

Const. Hwy Connec.
Inst. 18" Conc Pipe 100'

Existing Three Mile Lane Highway (Bituminous Surf.)

POND

To Dayton

Constr. Approach
Inst. 12" Conc. Pipe 24'
Dr. Exc. 5c.y.

Constr. Hwy Connec.
Inst. 18" Conc. Pipe 100'
Dr. Exc. 14 c.y.

END OF PROJECT
STA. 379+00

162.6

400' V.C.

+1.59

Top of Existing Highway

143.52

400' V.C.

+50

79.91

EQUATION

Exc. 46
Emb. 42

Exc. 841
Emb. 766

Exc. 4603

Exc. 639
Emb. 801

Exc. 1520

Exc. 2744

365

370

375

379

T.4 S. R.3 W., W.M.

+00 Inst. 8" Conc. Pipe 72'

R/W Line

Const. Type 2 Fence

R/W Line

℄ Future East Bound Lanes

Const. Type 2 Fence

+15 Inst. 24" Conc. Pipe 114'

+35 Salvage and Relay 8" Iron Water Pipe 120' } Extra Work
Inst. 12" Corr. Metal Pipe 120' for Conduit

Sec. 9
Sec. 16

POND

Existing 8" Iron Water Pipe

+00 Install 72" Conc. Pipe 72'
Dr. Exc. 18 c.y.

+15 Install 24" Conc. Pipe 114'
Dr. Exc. 34 c.y.

+35 Salvage and Relay 8" Iron Water Pipe 120' } Extra Work
Inst. 12" Corr. Metal Pipe 120'
Dr. Exc. 11 c.y.

Finish Grade

+0.385

T.H. No. 3

Exc. 90
Emb. 482

Emb. 4182

S.D.N. 2010 Yd. Stn.

Emb. 1381

See Sheet 8 Exc. 8877
To Stn. 326+85

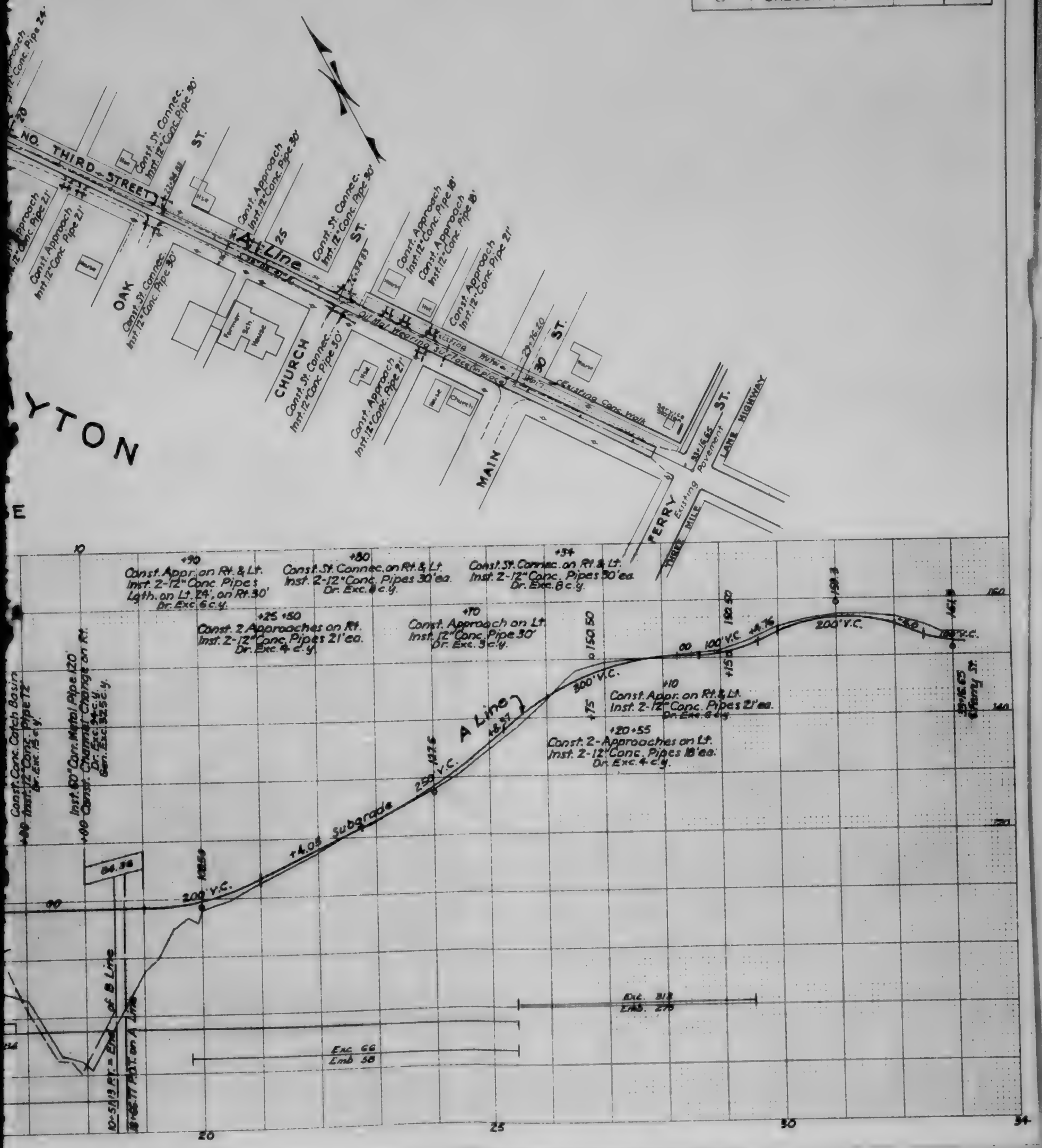
To Stn. 328+30

347 350 355 360

E UNIT

McMINNVILLE AIRPORT-DAYTON JCT SEC THREE MILE LANE HWY. YAMHILL COUNTY				SHEET NO. 8
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
8	OREGON	S-96 (3)		

T. 4 S. R. 3 W., W.M.


NO. THIRD STREET
A Line
OAK ST.
CHURCH ST.
MAIN ST.
PERRY ST.
Existing Conc. Walk
Old Mat Wearing Surface (in place)
Existing Water Line
Existing Sewer Line
Former Sch. House
Church
Const. Approach Inst. 12"Conc. Pipe 24'
Const. Approach Inst. 12"Conc. Pipe 21'
Const. St. Connec. Inst. 12"Conc. Pipe 30'
Const. Approach Inst. 12"Conc. Pipe 30'
Const. Approach Inst. 12"Conc. Pipe 18'
Const. Approach Inst. 12"Conc. Pipe 21'
Const. St. Connec. Inst. 12"Conc. Pipe 30'
Const. Approach Inst. 12"Conc. Pipe 21'
Const. St. Connec. Inst. 12"Conc. Pipe 30'
Const. Approach Inst. 12"Conc. Pipe 21'
Const. Approach Inst. 12"Conc. Pipe 18'
Const. Approach Inst. 12"Conc. Pipe 18'
Const. Approach Inst. 12"Conc. Pipe 21'
30' ST.
Service Station
36'-65' Pavement
LANE HIGHWAY
THREE MILE
Existing
+90 Const. Appr. on Rt. & Lt. Inst. 2-12" Conc. Pipes Lgth. on Lt. 24', on Rt. 30' Dr. Exc. 6 c.y.
+80 Const. St. Connec. on Rt. & Lt. Inst. 2-12" Conc. Pipes 30' ea. Dr. Exc. 8 c.y.
+34 Const. St. Connec. on Rt. & Lt. Inst. 2-12" Conc. Pipes 30' ea. Dr. Exc. 8 c.y.
+25 +50 Const. 2 Approaches on Rt. Inst. 2-12" Conc. Pipes 21' ea. Dr. Exc. 4 c.y.
+10 Const. Approach on Lt. Inst. 12" Conc. Pipe 30' Dr. Exc. 3 c.y.
+10 Const. Appr. on Rt. & Lt. Inst. 2-12" Conc. Pipes 21' ea. Dr. Exc. 8 c.y.
+20+55 Const. 2-Approaches on Lt. Inst. 2-12" Conc. Pipes 18' ea. Dr. Exc. 4 c.y.
Const. Conc. Catch Basin +00 Inst. 12" Conc. Pipe 12' Dr. Exc. 1.5 c.y.
Inst. 60" Corr. Metal Pipe 120' +00 Const. Channel Changes on Rt. Dr. Exc. 34 c.y. Gen. Exc. 525 c.y.
Exc. 313 Emb. 276
Exc. 66 Emb. 58
10+54.13 P.T. = End of B Line
18+66.77 P.C. on A Line
A Line
Subgrade
+4.0%
200' V.C.
300' V.C.
100' V.C.
150.00
150.50
150.92
150.3
150.5
150.4
150
140
130
90
00
+15
+75
+37
+4.76
-3.0
+8.37
24.36
1350
1376
2500
10
20
25
30
34

T. 4 S.

DAYTON

Alignment and Profile for
DAYTON INTERCHANGE

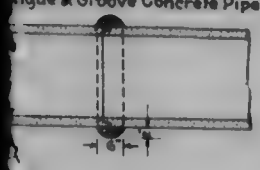
B Line Stations

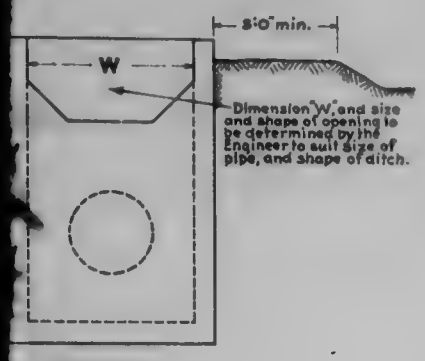
A Line Stations

DATE	REVISIONS and/or ADDITIONS	
Sept. 1949		Sight Posts
Sept. 1953		Metal Sight Posts
Mar. 1954	Metal Sight Posts	
April 1954		Elliptical Inlet
Oct. 1954 Aug. 1955	Metal Sight Posts	Metal Guard Rail

d metal pipe is used, the seams and
s shall be close riveted, and soldered;
hall be made watertight by placing
ed burlap under the coupling bands.
pipe is used, joints shall be made
by mortar collars constructed as
detail below.

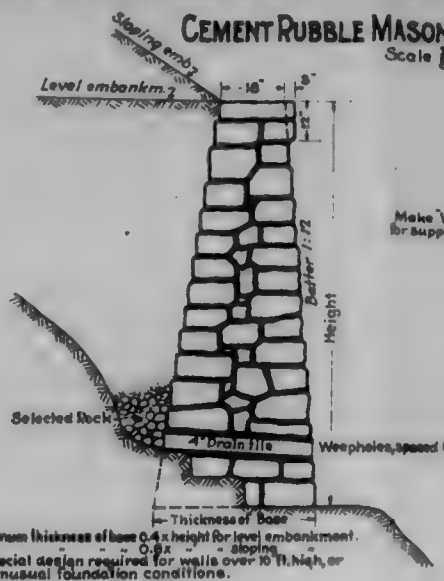
CEMENT MORTAR COLLAR
ngue & Groove Concrete Pipe

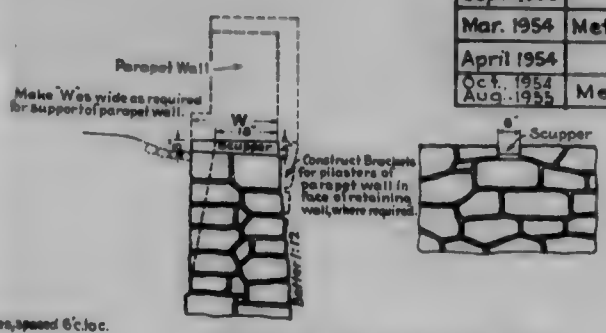




END VIEW

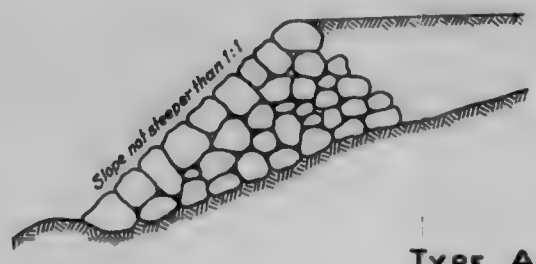
CEMENT RUBBLE MASONRY RETAINING WALL
Scale 1" = 1ft.


Sloping emb'k.
Level embankm.t
Batter 1:12
Height
Selected Rock
4" Drain Tile
Weepholes, spaced 6' c. to c.
Thickness of Base
Minimum thickness of base 0.4 x height for level embankment.
" " " 0.8 x " " sloping
Special design required for walls over 10 ft. high, or for unusual foundation conditions.

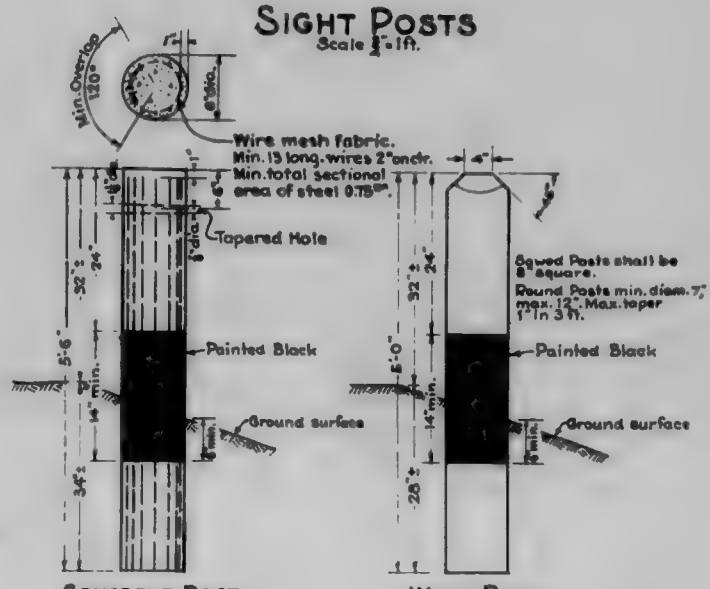

Parapet Wall
Make "W" as wide as required for support of parapet wall.
W
18"
Batter
Construct Brackets for pilasters of parapet wall in face of retaining wall, where required.
Batter 1:12
8"
Scupper
Where parapet wall is to be constructed on top of retaining wall, Scuppers, as shown shall be built into retaining wall, spaced about 30' c. to c. Coping to be omitted.

DETAIL of TOP of RETAINING WALL
On which Parapet Wall is to be constructed

HAND PLACED ROCK SLOPE
No Scale



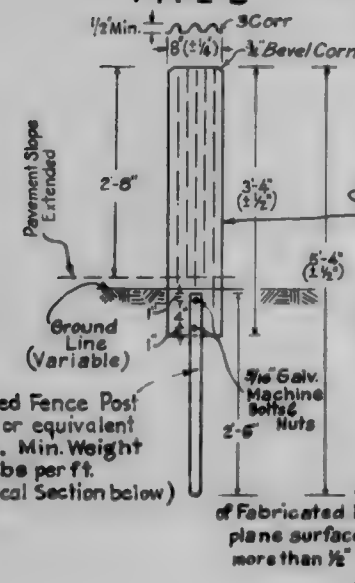
SIGHT POSTS
Scale 1" = 1ft.


Min. Over-lap 180°
Wire mesh fabric. Min. 13 long. wires 2" on ctr. Min. total sectional area of steel 0.75 in².
Tapered Hole
Painted Black
Ground surface
Sawed Posts shall be 8" square.
Round Posts min. diam. 7", max. 12". Max. taper 1" in 3 ft.

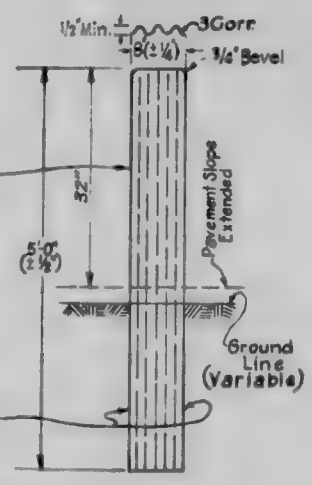
CONCRETE POST
Adopted Sept. 1949.

WOOD POST

TYPE B



TYPE A



Standard 166a. Galv. Corr Metal (To conform to AASHO. Designation: M-36)

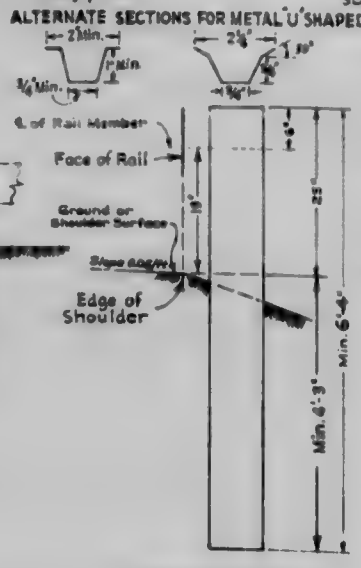
All Corrugated Metal Members in any Shipment to be identical in width

Side cuts to beat crests or low points of corrugations

Corr. Metal portion of Fabricated Post when resting on plane surface not to vary therefrom more than 1/2" at any point.

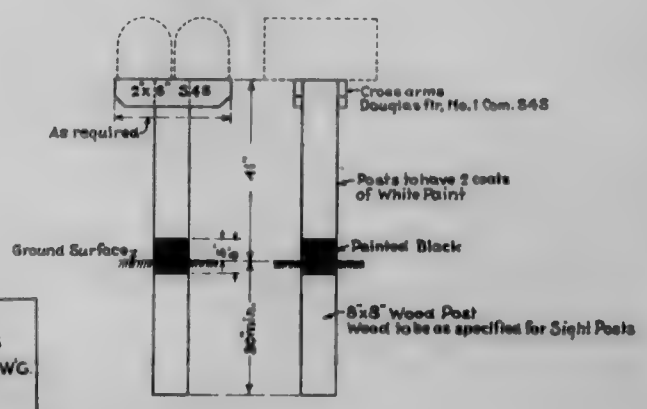
METAL SIGHT POSTS
Scale: 3/4" = 1ft.

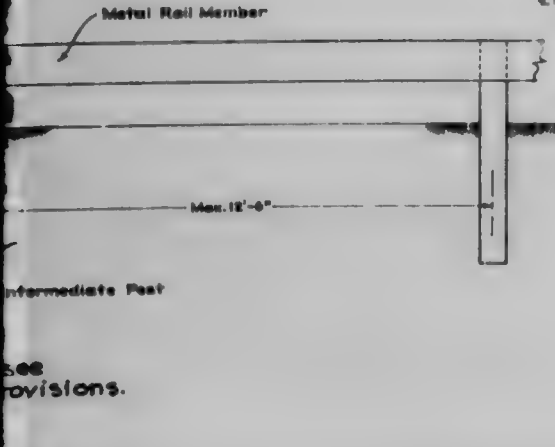
ALTERNATE SECTIONS FOR METAL "U" SHAPED POST



POST INSTALLATION

MAIL BOX POST
Scale 1" = 1ft.


2"x8" S4S
Cross arms Douglas fir, No. 1 Com. S4S
As required
Posts to have 2 coats of White Paint
Ground Surface
Painted Black
6"x8" Wood Post
Wood to be as specified for Sight Posts



Intermediate Post

NOTE
THE SCALE OF THIS PRINT IS 1/2 THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE 3/4" = 1'-0"
SHOULD BE READ 3/8" = 1'-0".
INDICATED SCALE 1" = 10'-0"
SHOULD BE READ 1" = 20'-0"

OREGON STATE HIGHWAY DEPARTMENT

Details of

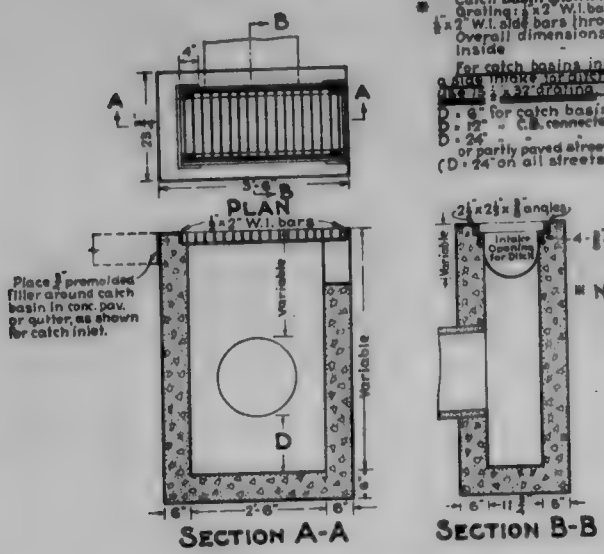
MISCELLANEOUS STRUCTURES
FOR INTERURBAN PROJECTS

Scales: As Shown Aug., 1940

DRG. No. 2051

CONCRETE CATCH BASIN

Scale ½" = 1ft.



NOTE:
- Catch Basin shown is for location in ditch.
- Grating: ½"x2" W.I. bars, 2" c. to c., riveted to ⅜"x2" W.I. side bars through ½"x2½" holes.
- Overall dimensions of Grating 15½" x 36"
- Inside " " Frame 16" x 36½"

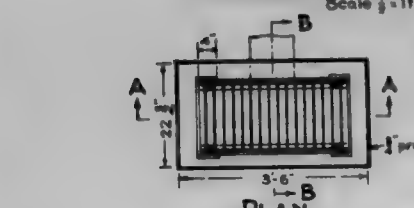
For catch basins in streets, or not requiring a side intake, omit side bars on one side and use ½"x32" grating as shown for catch inlet.

D = 6" for catch basin connected to culvert
D = 12" " " " to sewer, on paved street.
D = 24" " " " " unpaved "
or partly paved street, or other unpaved area.
(D = 24" on all streets in City of Portland)

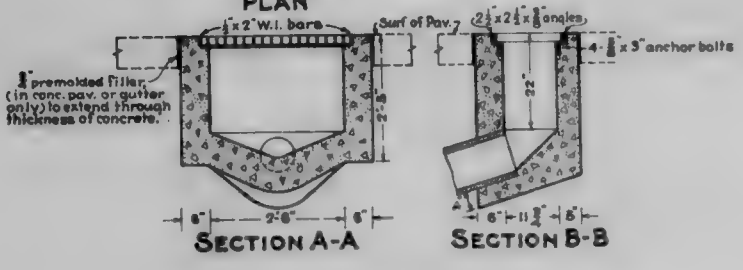
* NOTE:
⅜" fillet welds, on each side of each cross bar, may be substituted for riveting to side bars.

CONCRETE CATCH INLET

Scale ½" = 1ft.

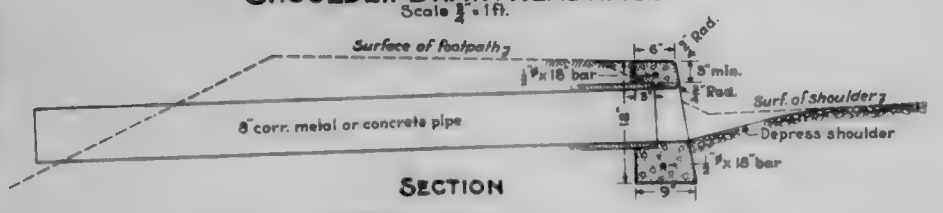


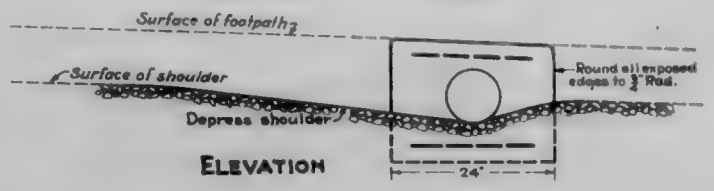
NOTE:
* Grating: ½"x2" W.I. bars, 2" c. to c., riveted to ⅜"x2" W.I. side bars through ½"x½" holes.
Overall dimensions of Grating 15½" x 32"
Inside " " Frame 16" x 32½"



SHOULDER DRAIN HEADWALL

Scale ½" = 1ft.





DESIGN for CORRUGATED METAL PIPE STRUTTING

For Pipes 42" or over in Diam.

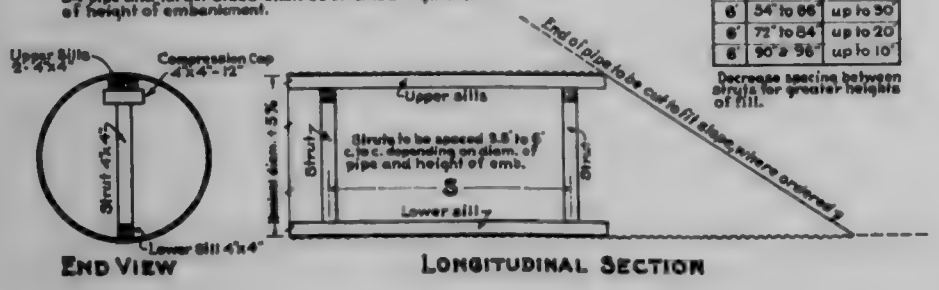
No Scale

NOTE:
42" pipe shall be strutted if emb. over pipe is more than 30'
48" " " " " " " " " 20'
54" pipe and larger sizes shall be strutted regardless of height of embankment.

STRUT SPACING

S	Dia. of Pipe	Ht. of Fill
6'	48"	20' to 30'
6'	54" to 66"	up to 30'
6'	72" to 84"	up to 20'
6'	90" & 96"	up to 10'

Decrease spacing between struts for greater heights of fill.

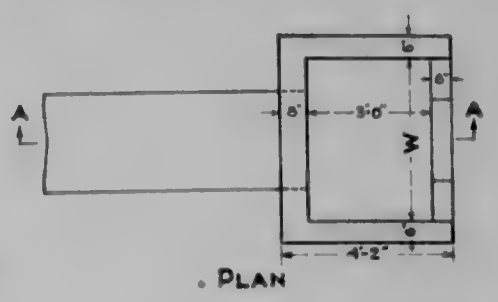


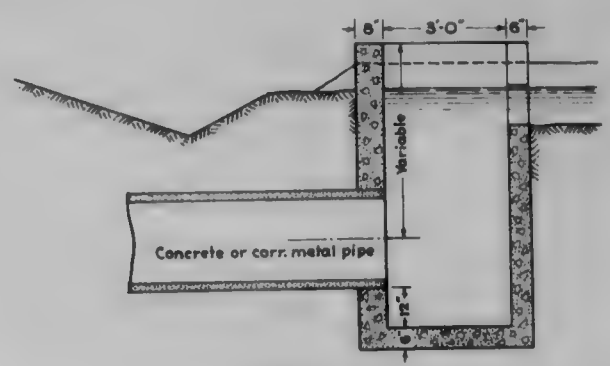
NOTE
All Concrete to be "Class A"

SIPHON

Scale ⅛" = 1ft.

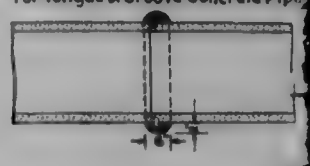
NOTE:
If corrugated metal pipe is used, the seams at factory joints shall be close riveted, and solder field joints shall be made watertight by pla... asphalt treated burlap under the coupling...
If concrete pipe is used, joints shall be m... watertight by mortar collars constructed ... shown on detail below.

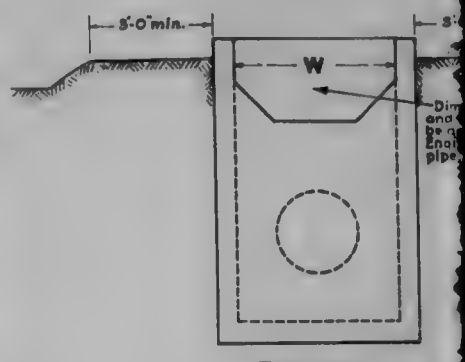


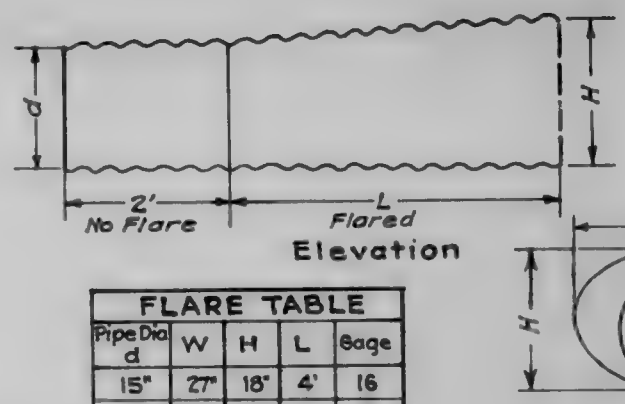


DETAIL of CEMENT MORTAR Co...

For Tongue & Groove Concrete Pipe







FLARE TABLE				
Pipe Dia d	W	H	L	Gage
15"	27"	18"	4'	16
18"	31"	21"	4'	16
24"	43"	27"	4'	16
30"	50"	32"	4'	16
36"	55"	40"	4'	14
42"	62"	47"	6'	14
48"	71"	54	6'	14
54"	76"	61"	6'	14
60"	85"	68"	6'	12
72"	100"	80"	6'	12

NOTES
Use standard band for connection.
Dimensions W and L subject to manufacturing tolerances.

"U" Shaped Fen...
Material or equ...
Painted. Min ...
1.33 lbs per ...
(See Typical Sec...

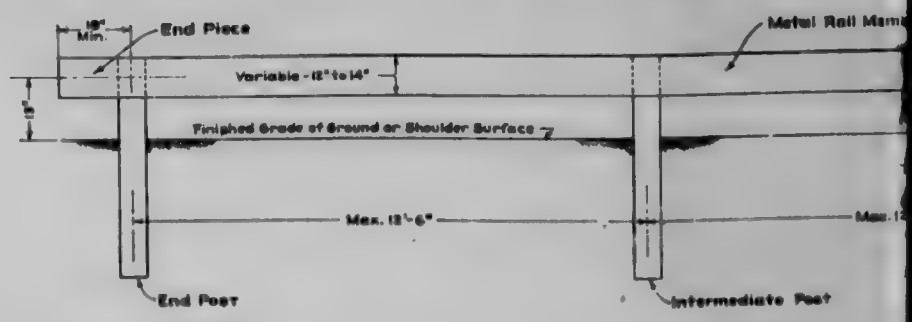
Pavement Slope Extended

(Var...

DETAIL of ELLIPTICAL INLET for CORR. METAL PIPE

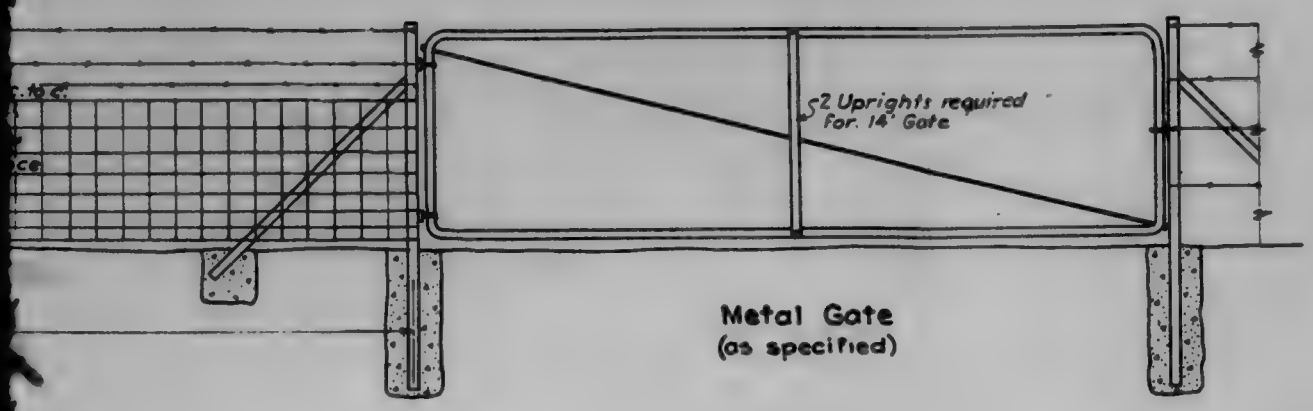
METAL GUARD RAIL

No Scale



NOTE:
For details of Materials and Erection see Standard Specifications and Special Provisions.

REVISIONS	
DATE	ITEM
Aug., 1954	From 2 to 3 wires over woven wire fence
Oct., 1954	Respacing of barbed wire, Type 2 .



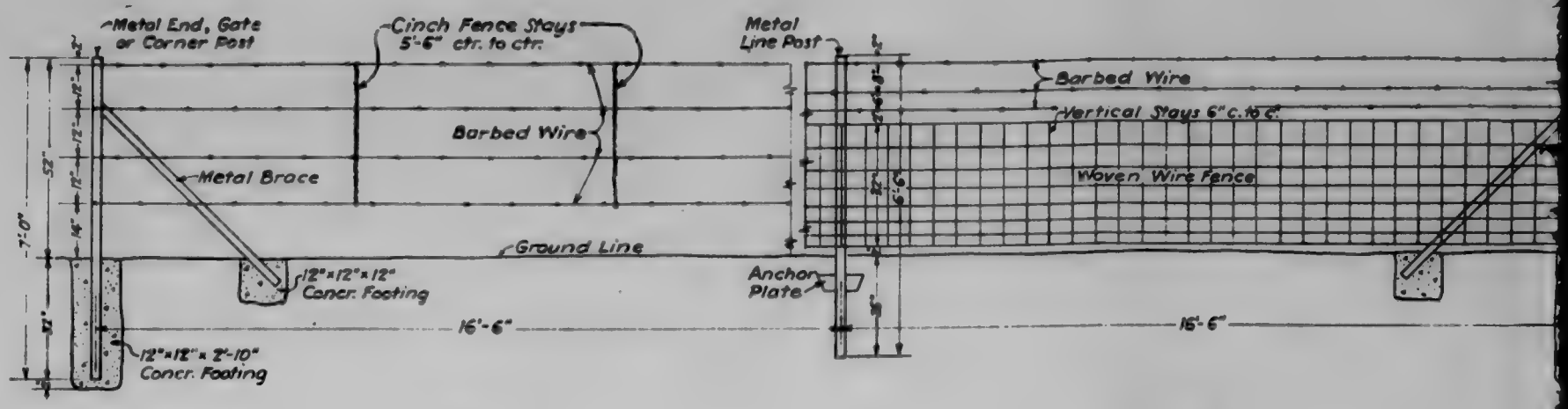
Metal Gate
(as specified)

OREGON STATE HIGHWAY DEPARTMENT

STANDARD
RIGHT OF WAY FENCES

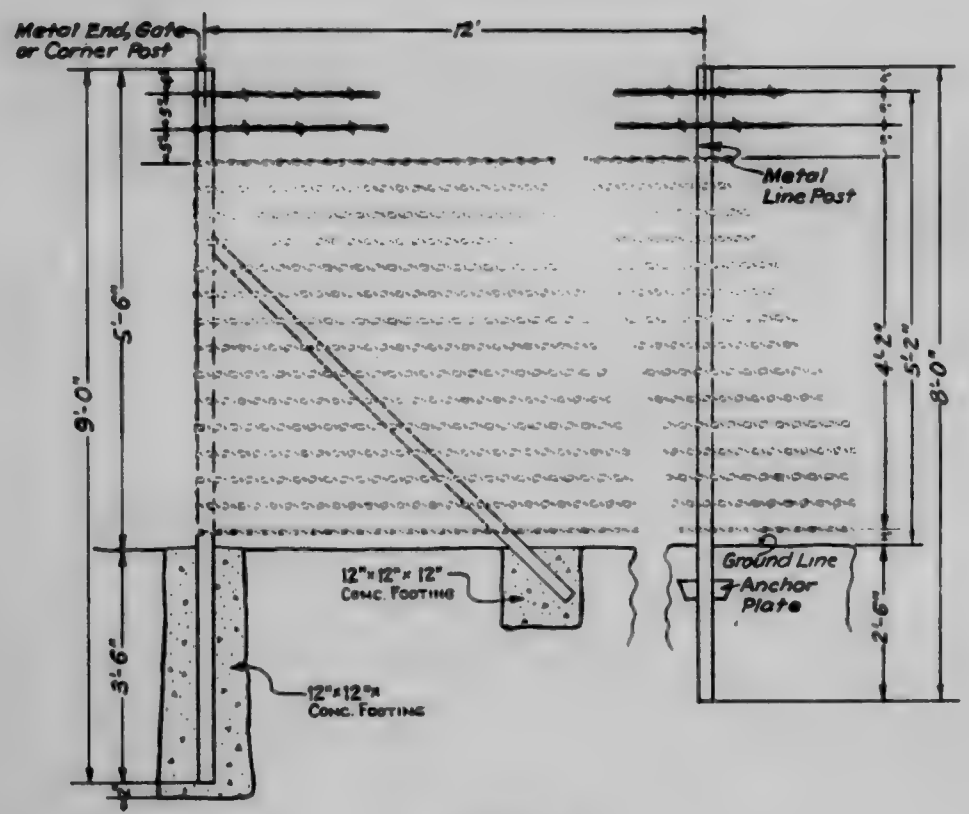
Salem, Ore. April, 1954.

Drg. No. 2085



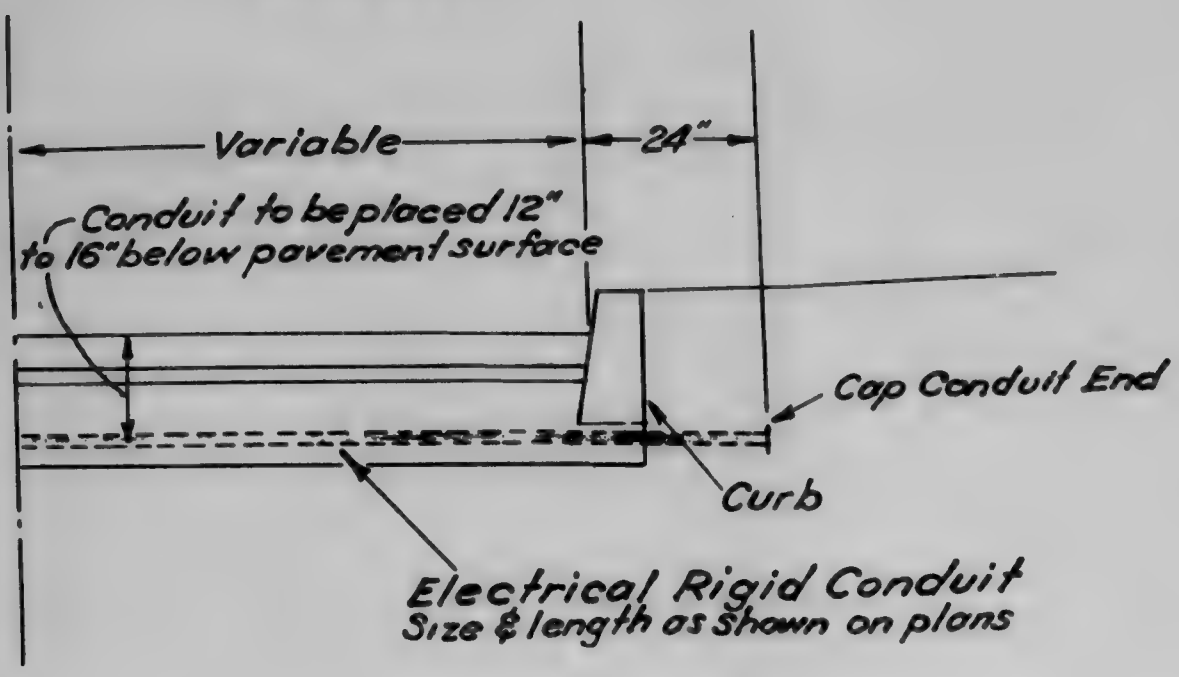
Type 1

Type 2

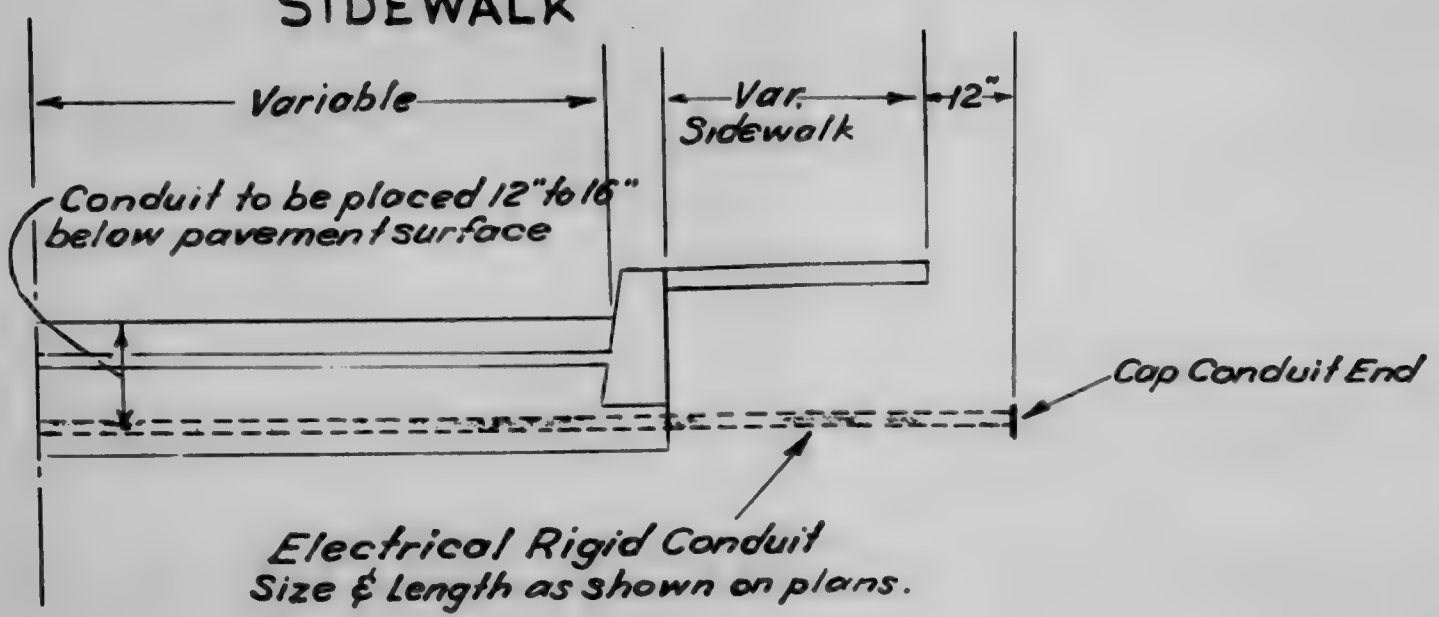


Type 3

HALF SECTION CURBED



HALF SECTION SIDEWALK



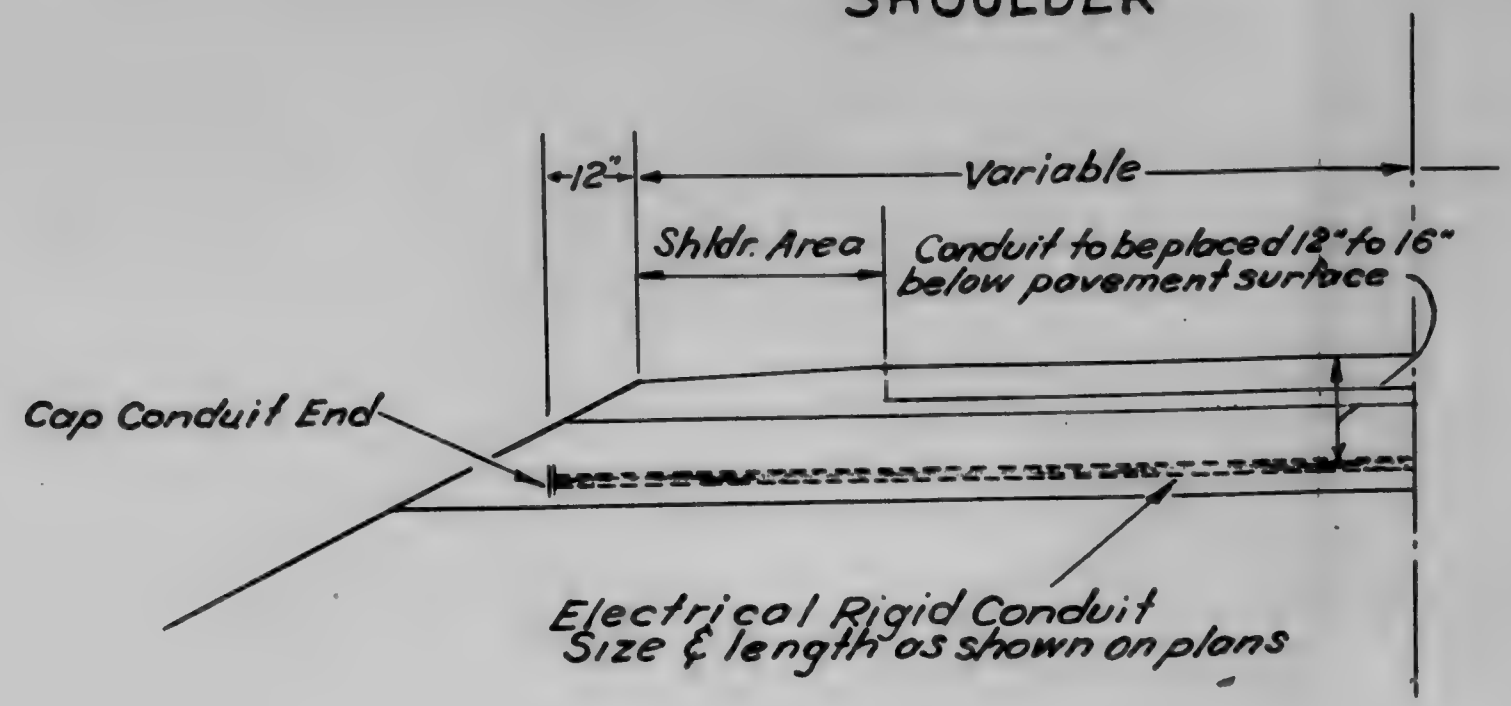
OREGON STATE HIGHWAY DEPARTMENT

ELECTRICAL CONDUIT PLACEMENT DETAIL

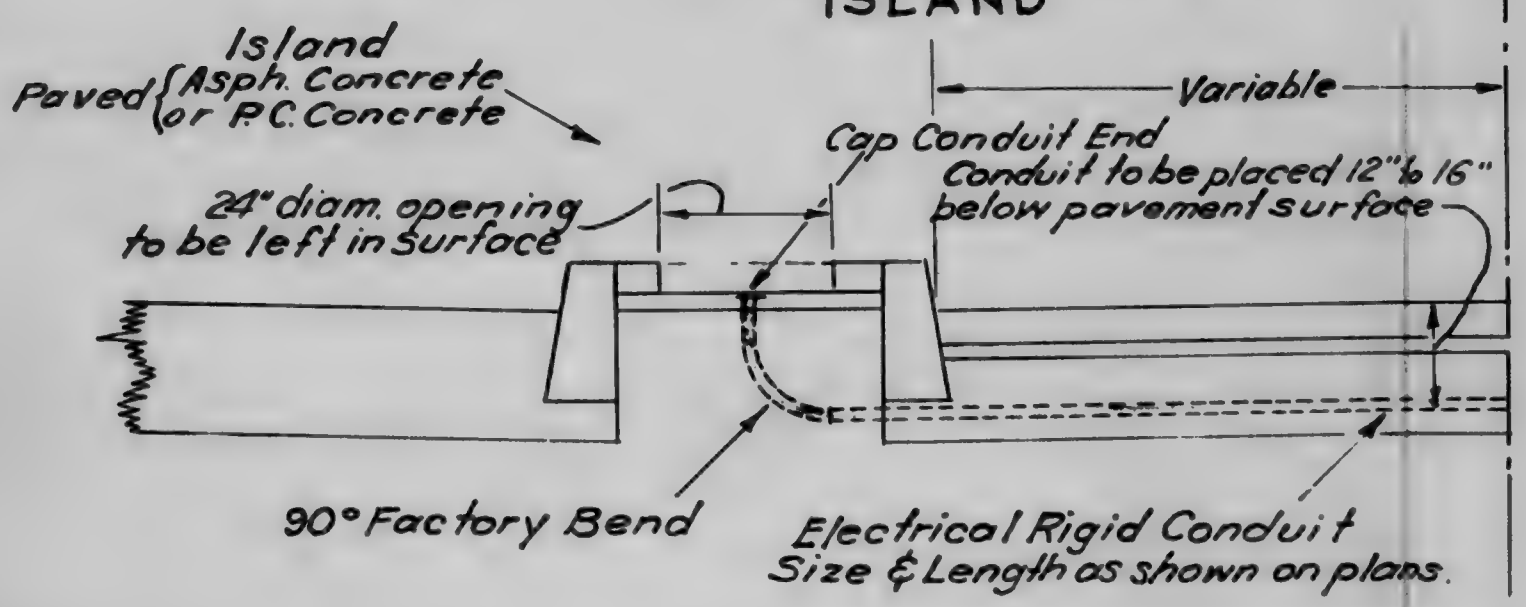
No Scale

Jan. 1955

HALF SECTION SHOULDER



HALF SECTION ISLAND


Island
Paved { Asph. Concrete or P.C. Concrete
Variable
Cap Conduit End
Conduit to be placed 12" to 16" below pavement surface
24" diam. opening to be left in surface
90° Factory Bend
Electrical Rigid Conduit
Size & Length as shown on plans.

F-111(3) Coquille-Rink Cr. Sec., Coos Bay-Roseburg Hwy. 1955

#4576

Contract 4576

RECEIVED
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Form [illegible]-2A (5-[illegible]7)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Monthly transaction number	State: Oregon
Project report number: F-111(3)	County: Coos
	Project number: F-111(3)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

8-20-57

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 15, 19 56, is hereby modified as follows:

4576

Revised estimated total cost of project $ 368,863.93

Revised Federal funds $ 228,584.00

Other revisions - None.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20th day of August, 19 57.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas S Raymonds

Chairman, State Highway Commission
(Title)

By W R McLean

Member, State Highway Commission
(Title)

By _____

Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C H Polk
Division Engineer

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11170

Oregon State Highway Department

Federal Aid
Project No. F-111(3)

COQUILLE-RINK CREEK SECTION OF THE COOS BAY-ROSEBURG HIGHWAY

IN COOS COUNTY

(Revised estimate as a basis for a modified project agreement. Based on constructed quantities at low bid prices and price agreements.

Salem, Oregon June 4, 1957

Inside City Limits of Coquille

Type Code 6201
Roadway (Sta. 10+20 to 21+75)(Contract No. 4576)

Clearing and Grubbing (20%)			$3,000.00
Removal of Catch Basins	4 only	25.00	100.00
Drainage Excavation, Unclassified	281.37 cu.yds.	3.00	844.11
General Excavation, Unclassified	23,780 cu.yds.	.34	8,085.20
Finishing Roadbed and Slopes	0.22 miles	1,000.00	220.00
Rounding Cutbanks	1,171 lin.ft.	.20	234.20
12-inch Sewer Pipe	732 lin.ft.	2.25	1,647.00
Extra for Pipe Under Pavement	60.lin.ft.	2.50	150.00
Concrete Catch Basins	7 only	65.00	455.00
Concrete Manholes	2 only	250.00	500.00
Adjustment of Manholes	2 only	40.00	80.00
Concrete Curbs and Gutters	115.28 cu.yds.	47.00	5,418.16
Concrete Walks	75.39 sq.yds.	3.75	282.71
Concrete Driveways	104.87 sq.yds.	4.50	471.92
Coarse Crushed Material in Base	6,105 cu.yds.	2.35	14,346.75
3/4"-0 Material in Base	515 cu.yds.	2.50	1,287.50
Sprinkling	324.7 M-gals.	2.00	649.40
Preparation of Base	0.22 mile	200.00	44.00
3/4"-0 Material in Binder Course	92 cu.yds.	3.25	299.00
MC-3 Asphalt in Binder Course	7.88 tons	45.00	354.60
MS-2 Asphalt in Binder Course	1.24 tons	46.00	57.04
Class "B" Asphaltic Concrete	1,587.10 tons	7.00	11,109.70
Extra For Asphaltic Concrete Approaches	2 only	30.00	60.00
Asphaltic Concrete Traffic Markers	387 lin.ft.	1.00	387.00
Extra Work Orders			
EWO #1 Flagging (57½ of Contractors Cost.)	All Required		533.49
Price Agreement			
PA #7 Cement Adjustment	3.0 bbls.	4.73	14.19 Cr.
	Subtotal		$50,602.59
	Engr. & Cont.		3,476.51
	Total		$54,079.10

Length of Roadway. . . . . 0.219 miles
Cost of Roadway per mile $246,936.52

Outside City Limits of Cornville

Type Code 6201
Roadway (Sta. 21+75 to Sta. 73+51.92)(Contract No. 4576)

Clearing and Grubbing (80%)	All Required			$12,000.00
Drainage Excavation, Unclassified	5,570.44	cu.yds.	3.00	16,711.32
General Excavation, Unclassified	228,503.2	cu.yds.	.34	77,691.09
Short Overhaul	406,158.5	yd.sta.	.015	6,092.38
Long Overhaul	636.1	C-yd.sta.	.45	286.25
Finishing Roadbed and Slopes	0.98	mile	1,000.00	980.00
Rounding Cutbanks	2,432	lin.ft.	.20	486.40
12-inch Concrete Pipe	489	lin.ft.	1.75	855.75
18-inch Concrete Pipe	1,020	lin.ft.	3.50	3,570.00
24-inch Concrete Pipe	225	lin.ft.	5.00	1,125.00
24-inch Asbestos Bonded Corrugated Metal Pipe	414	lin.ft.	7.50	3,105.00
42-inch Asbestos Bonded Corrugated Metal Pipe	180	lin.ft.	16.00	2,880.00
6-inch Perforated Metal Drain Pipe	2,025	lin.ft.	2.00	4,050.00
Special Backfill in Drains	538.5	cu.yds.	4.50	2,423.25
Salvaging Culvert Pipe	75	lin.ft.	3.00	225.00
12-inch Sewer Pipe	477	lin.ft.	2.25	1,073.25
24-inch Sewer Pipe	114	lin.ft.	7.00	798.00
4-inch Electrical Conduit	23	lin.ft.	1.50	34.50
Concrete Catch Basins	5	only	65.00	325.00
Concrete Manholes	2	only	250.00	500.00
Concrete Curbs and Gutters	124.89	cu.yds.	47.00	5,869.83
Class "A" Concrete	65.25	cu.yds.	65.00	4,241.25
Metal Reinforcement	9,680	lbs.	.13	1,258.40
Metal Guard Rail	566.5	lin.ft.	3.00	1,699.50
Metal Sight Posts	40	only	3.00	120.00
Coarse Crushed Material in Base	29,958	cu.yds.	2.35	70,401.30
3/4"-0 Material in Base	3,607	cu.yds.	2.50	9,017.50
Sprinkling	1,762.5	M-gals.	2.00	3,525.00
Preparation of Base	0.98	mile	200.00	196.00
3/4"-0 Material in Binder Course	473	cu.yds.	3.25	1,537.25
RC-3 Asphalt in Binder Course	47.19	tons	45.00	2,123.55
MS-2 Asphalt	6.22	tons	46.00	286.12
Class "B" Asphaltic Concrete	7,194.86	tons	7.00	50,364.08
Extra for Asphaltic Concrete Approaches	22	only	30.00	660.00
Asphaltic Concrete Traffic Markers	2,246.7	lin.ft.	1.00	2,246.70
Furnishing and Placing Aggregates	280	cu.yds.	3.75	1,050.00
150-200 Asphalt	22.44	tons	42.00	942.48
Price Agreements and Extra Work Orders				
PA #5 12-inch Corrugated Metal Pipe	424	lin.ft.	3.50	1,484.00
PA #7 Cement Adjustment	13.3	bbls.	4.73	62.91 Cr.
EWO #1 Flagging (57% of Contractors Cost)	All Required			2,376.47
			Subtotal	$294,548.71
			Engr. &Cont.	20,236.12
			Total	$314,784.83

Length of Roadway . . . . . 0.979 mile.
Cost of Roadway per mile $321,537.10

SUMMARY OF FUNDS

DESCRIPTION	Total Cost	Federal Funds	State Funds
Inside City			
Roadway	$54,079.10	$33,512.00	$20,567.10
Outside City			
Roadway	314,784.83	195,072.00	119,712.83
	$368,863.93	$228,584.00	$140,279.93

State Funds For Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920; Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

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F 111(3)

4576

CPB-2329

State Oregon

Project No. F-111(3)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of November, 1956,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of August, 19 55, a program, which was approved on the 29th day of August, 19 55; for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 18th day of October, 19 55, and the sum of one hundred ninety eight thousand, and 00/100

dollars ($ 198,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources _____

_____

_____
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 10+20 and 73+51.92, Coquille south,

_____

_____

_____

_____

_____, length 1.198 miles, in Coos County, being Oregon project No. F-111(3), consisting of 1.198 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a total length~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred ninety eight thousand, and 00/100 dollars ($ 198,000.00), which does not exceed the authorized Federal pro rata share of three hundred nineteen thousand, five hundred eighty one and 35/100 dollars ($ 319,581.35), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:

_____
STATE HIGHWAY ENGINEER

By _____

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

(Title of officer)

By _____

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By _____

Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11570-5 A&G2

Oregon State Highway Department

Federal-Aid Project No. F-111(3)

COQUILLE-RIVER CREEK SECTION OF THE

COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Feb. 27, 1956

INSIDE CITY OF COQUILLE

Type Code 6201
Roadway (Sta. 10+20 to 21+75)(Contract No. 4576)

All Required	Clearing and Grubbing (20%)			$ 3,000.00
4 only	Removal of Catch Basins		25.00	100.00
250 cu. yds.	Drainage Excavation, Unclassified		3.00	750.00
21,700 cu. yds.	General Excavation, Unclassified		0.34	7,378.00
0.22 mile	Finishing Roadbed and Slopes		1,000.00	220.00
1,300 lin. ft.	Rounding Curbanks		0.20	260.00
650 lin. ft.	12" Sewer Pipe		2.25	1,462.50
60 lin. ft.	Extra for Pipe Under Pavement		2.50	150.00
8 only	Concrete Catch Basins		65.00	520.00
1 only	Concrete Manhole		250.00	250.00
2 only	Adjustment of Manholes		40.00	80.00
120 cu. yds.	Concrete Curbs and Gutters		47.00	5,640.00
210 sq. yds.	Concrete Walks		3.75	787.50
140 sq. yds.	Concrete Driveways		4.50	630.00
5,400 cu. yds.	Coarse Crushed Material in Base		2.35	12,690.00
500 cu. yds.	3/4" - 0 Material in Base		2.50	1,250.00
140 M-gal.	Sprinkling		2.00	280.00
0.22 mile	Preparation of Base		200.00	44.00
70 cu. yds.	3/4" - 0 Material in Binder Course		3.25	227.50
10 tons	EC-3 Asphalt in Binder Course		45.00	450.00
10 tons	RS-2 Asphalt		46.00	460.00
1,500 tons	Class "D" Asphaltic Concrete		7.00	10,500.00
3 only	Extra for Asphaltic Concrete Approaches		30.00	90.00
30 cu. yds.	Aggregate in Pavement Seal		5.00	150.00
500 lin. ft.	Asphaltic Concrete Traffic Markers		1.00	500.00
		Subtotal		$ 47,369.50
		10% Engr. & Cont.		4,736.95
		Total		$ 52,656.45

Length of Roadway 0.219 Mile
Cost Per Mile $240,440.41

OUTSIDE CITY

Type Code 6201
Roadway (Sta. 21+75 to 73+51.22)(Contract No. 4576)

All Required	Clearing and Grubbing (80%)			$ 12,000.00
2,100 cu. yds.	Drainage Excavation, Unclassified		3.00	6,300.00
161,600 cu. yds.	General Excavation, Unclassified		0.34	54,944.00
398,000 yd. sta.	Short Overhaul		0.015	5,970.00
1,900 C-yd.sta.	Long Overhaul		0.45	855.00
0.98 mile	Finishing Roadbed and Slopes		1,000.00	980.00
2,700 lin. ft.	Rounding Curbanks		0.20	540.00
440 lin. ft.	12-inch Concrete Pipe		1.75	770.00
690 lin. ft.	18-inch Concrete Pipe		3.50	2,415.00

170 lin. ft.	24-inch Concrete Pipe		85.00	$ 850.00
300 lin. ft.	24-inch Asbestos Bonded Corrugated Metal Pipe		7.50	2,250.00
120 lin. ft.	42-inch Asbestos Bonded Corrugated Metal Pipe		16.00	1,920.00
860 lin. ft.	6-inch Perforated Metal Drain Pipe		2.00	1,720.00
150 cu. yds.	Special Backfill in Drains		4.50	675.00
40 lin. ft.	Salvaging Culvert Pipe		3.00	120.00
550 lin. ft.	12-inch Sewer Pipe		2.25	1,237.50
110 lin. ft.	24-inch Sewer Pipe		7.00	770.00
70 lin. ft.	1½-inch Electrical Conduit		1.50	105.00
5 only	Concrete Catch Basins		65.00	325.00
2 only	Concrete Manholes		250.00	500.00
130 cu. yds.	Concrete Curbs and Gutters		47.00	6,110.00
80 cu. yds.	Class "A" Concrete		65.00	5,200.00
11,600 lbs.	Metal Reinforcement		0.13	1,508.00
650 lin. ft.	Metal Guard Rail		3.00	1,950.00
40 only	Metal Sight Posts		3.00	120.00
26,500 cu. yds.	Coarse Crushed Material in Base		2.35	62,275.00
3,500 cu. yds.	3/4" - 0 Material in Base		2.50	8,750.00
760 M-gal.	Sprinkling		2.00	1,520.00
0.98 mile	Preparation of Base		200.00	196.00
360 cu. yds.	3/4" - 0 Material in Binder Course		3.25	1,170.00
60 tons	MC-3 Asphalt in Binder Course		45.00	2,700.00
50 tons	RS-2 Asphalt		46.00	2,300.00
5,800 tons	Class "B" Asphaltic Concrete		7.00	47,600.00
27 only	Extra for Asphaltic Concrete Approaches		30.00	810.00
140 cu. yds.	Aggregate in Pavement Seal		5.00	700.00
2,900 lin. ft.	Asphaltic Concrete Traffic Markers		1.00	2,900.00
250 cu. yds.	Furnishing and Placing Aggregates		3.75	937.50
18 tons	150-200 Asphalt		42.00	756.00
		Subtotal		$242,659.00
		10% Engr. & Cont.		24,265.90
		Total		$266,924.90

Length of Roadway	0.979 Mile
Cost of Roadway Per Mile	$272,651.12

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
	Inside City Limits of Coquille		
Roadway	$ 52,656.85	$ 32,624.00	$ 20,032.45
	Outside City Limits of Coquille		
Roadway	266,724.20	165,376.00	101,548.90
	$319,381.35	$198,000.00	$121,581.35

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-aid Project
No. F-111(3)

COQUILLE-RINK CREEK SECTION
OF THE COOS BAY-ROSEBURG HIGHWAY
IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 14, 1955

INSIDE CITY OF COQUILLE

Type Code 6201
Roadway (Sta. 10+20 to 21+75)

All Required	Clearing and Grubbing (20%)	$	$	1,200.00
4 only	Removal of Catch Basins	20.00		80.00
250 cu. yds.	Drainage Excavation, Unclassified	2.50		625.00
21,700 cu. yds.	General Excavation, Unclassified	0.40		8,680.00
0.22 mile	Finishing Roadbed and Slopes	1,000.00		220.00
1,300 lin. ft.	Rounding Cutbanks	0.18		234.00
650 lin. ft.	12" Sewer Pipe	2.00		1,300.00
60 lin. ft.	Extra for Pipe Under Pavement	5.00		300.00
8 only	Concrete Catch Basins	75.00		600.00
1 only	Concrete Manhole	300.00		300.00
2 only	Adjustment of Manholes	50.00		100.00
120 cu. yd.	Concrete Curbs and Gutters	45.00		5,400.00
210 sq. yds.	Concrete Walks	3.75		787.50
140 sq. yds.	Concrete Driveways	4.50		630.00
5,400 cu. yds.	Coarse Crushed Material in Base	2.75		14,850.00
500 cu. yds.	3/4" - 0 Material in Base	3.00		1,500.00
140 M-gals.	Sprinkling	2.50		350.00
0.22 mile	Preparation of Base	200.00		44.00
70 cu. yds.	3/4" - 0 Material in Binder Course	3.75		262.50
10 tons	RC-3 Asphalt in Binder Course	50.00		500.00
10 tons	RS-2 Asphalt	50.00		500.00
1,500 tons	Class "B" Asphaltic Concrete	8.50		12,750.00
3 only	Extra for Asphaltic Concrete Approaches	25.00		75.00
30 cu. yds.	Aggregate in Pavement Seal	4.00		120.00
500 lin. ft.	Asphaltic Concrete Traffic Markers	1.00		500.00
	Subtotal		$	51,908.00
	10% Engr. & Cont.			5,190.80
	Total		$	57,098.80

Length of Roadway 0.219 Miles
Cost per Mile $260,721.46

OUTSIDE CITY

Type Code 6201
Roadway (Sta. 21+75 to 73+51.92)

All Required		Clearing and Grubbing (80%)	$	$ 4,800.00
2,100	cu. yds.	Drainage Excavation, Unclassified	2.50	5,250.00
161,600	cu. yds.	General Excavation, Unclassified	0.40	64,640.00
392,000	yd. stas.	Short Overhaul	0.015	5,880.00
1,900	C-yd.stas.	Long Overhaul	0.50	950.00
0.98	Mile	Finishing Roadbed and Slopes	1,000.00	980.00
2,700	lin. ft.	Rounding Cutbanks	0.18	486.00
440	lin. ft.	12 inch Concrete Pipe	2.00	880.00
690	lin. ft.	18 inch Concrete Pipe	3.50	2,415.00
170	lin. ft.	24 inch Concrete Pipe	6.00	1,020.00
300	lin. ft.	24 inch Asbestos Bonded Corrugated Metal Pipe	7.00	2,100.00
120	lin. ft.	42 inch Asbestos Bonded Corrugated Metal Pipe	16.50	1,980.00
860	lin. ft.	6 inch Perforated Metal Drain Pipe	2.25	1,935.00
150	cu. yds.	Special Backfill in Drains	5.00	750.00
40	lin. ft.	Salvaging Culvert Pipe	2.00	80.00
550	lin. ft.	12 inch Sewer Pipe	2.00	1,100.00
110	lin. ft.	24 inch Sewer Pipe	5.00	550.00
70	lin. ft.	1½ inch Electrical Conduit	1.25	87.50
5	only	Concrete Catch Basins	75.00	375.00
2	only	Concrete Manholes	300.00	600.00
130	cu. yds.	Concrete Curbs and Gutters	45.00	5,850.00
80	cu. yds.	Class "A" Concrete	50.00	4,000.00
11,600	lbs.	Metal Reinforcement	0.14	1,624.00
650	lin. ft.	Metal Guard Rail	2.50	1,625.00
40	only	Metal Sight Posts	2.50	100.00
26,500	cu. yds.	Coarse Crushed Material in Base	2.75	72,875.00
3,500	cu. yds.	3/4" - 0 Material in Base	3.00	10,500.00
760	M-gal.	Sprinkling	2.50	1,900.00
0.98	mile	Preparation of Base	200.00	196.00
360	cu. yds.	3/4" - 0 Material in Binder Course	3.75	1,350.00
60	tons	RC-3 Asphalt in Binder Course	50.00	3,000.00
50	tons	RS-2 Asphalt	50.00	2,500.00
6,800	tons	Class "B" Asphaltic Concrete	8.50	57,800.00
27	only	Extra for Asphaltic Concrete Approaches	25.00	675.00
140	cu. yds.	Aggregate in Pavement Seal	4.00	560.00
2,900	lin. ft.	Asphaltic Concrete Traffic Markers	1.00	2,900.00
250	cu. yds.	Furnishing and Placing Aggregates	3.75	937.50
18	tons	150-200 Asphalt	45.00	810.00
		Subtotal		$266,061.00
		10% Engr. & Cont.		26,606.10
		Total		$292,667.10

Length of Roadway 0.979 Miles
Cost of Roadway per Mile $298,944.94

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
INSIDE CITY LIMITS OF COQUILLE			
Roadway	$ 57,098.80	$ 35,262.00	$ 21,836.80
OUTSIDE CITY LIMITS OF COQUILLE			
Roadway	292,667.10	180,738.00	111,929.10
	$349,765.90	$216,000.00	$133,765.90

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July 31, 1957

Coquille-Rink Creek
Contract #4576
F III (3)

Item 4576

FINAL COST ANALYSIS
Grading and Paving
Fred H. Slate Co., Ore. Ltd.
and E. C. Hall Co., Contractors
J. R. Hagedorn, Res. Engineer

Coos Bay-Roseburg Highway
Prefix 6-1060-201 (41)

	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	$11,555.38	$15,000.00	$11,555.38	$15,000.00
Removal of Catch Basins	4%	Each	20.03	25.00	80.13	100.00
Drainage Excav. Unclass.	5851.81	C. Y.	2.90	3.00	16,990.18	17,555.43
General Excav. Unclass.	252,283.2	C. Y.	0.30	0.34	76,269.50	85,776.29
Short Overhaul	406,158.5	Yd. Sta.	0.013	0.015	5,417.15	6,092.38
Long Overhaul	636.1	C. Yd. Sta.	0.40	0.45	254.52	286.25
Finish Rd. Bed & Slopes	1.2	Mile	889.16	1,000.00	1,067.00	1,200.00
Rounding Cut Banks	3603	Lin. Ft.	0.177	0.20	640.18	720.60
12" Concrete Pipe	489	Lin. Ft.	1.45	1.75	708.83	855.75
18" Concrete Pipe	1020	Lin. Ft.	3.42	3.50	3,489.44	3,570.00
24" Concrete Pipe	225	Lin. Ft.	4.65	5.00	1,046.06	1,125.00
24" Asb.Bonded C.M.P.	414	Lin. Ft.	7.34	7.50	3,037.82	3,105.00
42" Asb. Bonded C.M.P.	180	Lin. Ft.	15.06	16.00	2,711.35	2,880.00
6" Perf. Metal Dr. Pipe Unctd.	2025	Lin. Ft.	1.72	2.00	3,481.81	4,050.00
Spec. Bkfill in Drains	538.5	C. Y.	4.69	4.50	2,525.39	2,423.25
Salv. Culvert Pipe	75	Lin. Ft.	2.39	3.00	179.12	225.00
12" Sewer Pipe	1209	Lin. Ft.	2.02	2.25	2,445.94	2,720.25
24" Sewer Pipe	114	Lin. Ft.	6.51	7.00	742.13	798.00
Ext. for Pipe under pvmt.	60	Lin. Ft.	2.50	2.50	150.00	150.00
*1¼" Electrical Conduit	23	Lin. Ft.	1.50	1.50	34.50	34.50
*Concrete Catch Basins	12	Each	65.00	65.00	780.00	780.00
*Concrete Manholes	4	Each	250.00	250.00	1,000.00	1,000.00
*Adj. Manholes	2	Each	40.00	40.00	80.00	80.00

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
*Concrete Curbs & Gutters	240.17	C. Y.	$ 47.00	$47.00	$11,289.99	$11,289.99
*Concrete Walks	75.39	Sq. Yds.	3.75	3.75	282.71	282.71
*Concrete Driveways	104.87	Sq. Yds.	4.50	4.50	471.92	471.92
*Class "A" Concrete	65.25	C. Y.	65.00	65.00	4,241.25	4,241.25
*Metal Reinforcement	9680	Lbs.	0.13	0.13	1,258.40	1,258.40
***Metal Guard Rail	566.6	Lin. Ft.	3.00	3.00	1,699.50	1,699.50
***Metal Sight Post	40	Each	3.00	3.00	120.00	120.00
Coarse Crushed Mat'l in Base	36,063	C. Y.	2.53	2.35	91,105.46	84,748.05
3/4-0 Mat'l in Base	4.122	C. Y.	2.82	2.50	11,621.05	10,305.00
Sprinkling	2,087	M. G.	1.88	2.00	3,923.56	4,174.40
**Preparation of Base	1.2	Mile	193.54	200.00	232.25	240.00
**3/4-0 Mat'l in Binder Course	565	C. Y.	3.64	3.25	2,055.22	1,836.25
**RC 3 asph. in Binder Course	55.07	Ton	41.33	45.00	2,275.91	2,478.15
**RS 2 asphalt	7.46	Ton	43.91	46.00	327.61	343.16
**Class "B" asph. Conc.	8781.968	Ton	6.53	7.00	57,356.65	61,473.78
**Ext. for asph. Conc. Approaches	24	Each	26.81	30.00	643.61	720.00
**Asph. Conc. Traffic Markers	2633.7	Lin. Ft.	0.48	1.00	1,262.11	2,633.70
**Furnish and Place Aggre.	280	C. Y.	3.78	3.75	1,058.32	1,050.00
**150-200 Asphalt	22.44	Ton	39.81	42.00	893.49	942.48
3/4-¼ Cr. Mat'l in stkpile	2022.38	C. Y.	3.02	3.15	6,107.67	6,370.50
½-¼ Cr. Mat'l in stkpile	2018.44	C. Y.	3.02	3.15	6,095.76	6,358.09
¼-0 Cr. Mat'l in stkpile	1049.34	C. Y.	3.02	3.15	3,169.04	3,305.42
PA #1 Furn & Install 4" Conc. Sewer Pipe	45	Lin. Ft.	1.46	1.75	65.69	78.75

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
PA #2 18" Corr. Metal Pipe Asb. Bonded	146	Lin. Ft.	$5.62	$6.00	$820.65	$876.00
**PA #3 No. Strip Additive	45.06	Ton	6.69	7.80	301.67	351.47
PA # 4 6" Perf. Metal Drain-350 pipe, uncoated		Lin. Ft.	0.83	0.83	290.50	290.50
PA #4 6" Perf. Metal Drain- 30 pipe bands, unctd.		Each	1.02	1.02	30.60	30.60
PA #4 18" C.M.P. Culv. Coated	14	Lin. Ft.	3.24	3.24	45.36	45.36
PA #4 18" C.M.P. Bands, Ctd.	1	Each	3.24	3.24	3.24	3.24
PA #4 12" CMP Elbows, Culvert coated	1	Each	11.14	11.14	11.14	11.14
PA #4 12" CMP Bands, Culvert coated	1	Each	2.35	2.35	2.35	2.35
PA #4 12" Concrete Sewer Pipe	84	Lin. Ft.	0.80	0.80	67.20	67.20
PA #4 12" Concrete Culvert Pipe	3	Lin. Ft.	0.90	0.90	2.70	2.70
PA #5 6" Sewer Pipe	424	Lin. Ft.	3.17	3.50	1,344.25	1,484.00
PA #6 6" Sewer Pipe	135	Lin. Ft.	0.99	1.25	133.31	168.75
PA #7 Cement adj. in favor of State	16.3	BBL	—	4.73	—	-77.10
Force Account					4,429.37	4,977.41
TOTAL					$349,723.94	$365,180.82

* Work done all or in part by Tom Lillebo
** Work done all or in part by J. C. Compton
*** Work done all or in part by R&W Construction Co.

	Gross Revenue	Total Cost	Net Profit	% Profit Gross Rev.
F. H. Slate Co. Oveihdt and E. C. Hall Company	$307,480.22	$297,342.10	$10,138.12	$ 3.29%
J. C. Compton Company	57,700.60	52,381.84	5,318.76	9.06%
TOTAL	$365,180 .82	$349,723 .94	$15,456.88	4.23%

ITEMS OF WORK DONE BY
FRED H. SLATE CO., OREG. LTD. and E. C. HALL

ON CONTRACTS 4576 and 4695 and OTHER WORK

ITEM	QUANTITY	UNIT	UNIT COST	UNIT BID	TOTAL COST	GROSS REVENUE
Clearing and Grubbing	100%	All	$11,555.38	$15,000	$ 11,555.38	$ 15,000.00
Removal of Catch Basin	4	Each	20.03	25.00	80.13	100.00
Drainage Excav., Unclass.	5,851.81	Cu. Yd.	2.90	3.00	16,990.18	17,555.43
General Excav., Unclass.	252,283.2	Cu. Yd.	0.34	0.34	76,269.50	85,556.29
Short Overhaul	406,158.5	Yd. Sta.	0.013	0.015	5,417.15	6,092.38
Long Overhaul	636.1	C-yd. Sta.	0.40	0.45	254.52	286.25
Finish R/B & Slopes	1.2	Miles	889.16	1,000.00	1,067.00	1,200.00
Rounding Cut Banks	3,603	Lin. Ft.	0.177	0.20	640.18	720.00
12" Concrete Pipe	489	Lin. Ft.	1.45	1.75	708.83	855.75
18" Concrete Pipe	1,020	Lin. Ft.	3.42	3.50	3,489.44	3,570.00
24" Concrete Pipe	225	Lin. Ft.	4.65	5.00	1,046.06	1,125.00
24" Asb. Bonded CMP	414	Lin. Ft.	7.34	7.50	3,037.82	3,105.00
42" Asb. Bonded CMP	180	Lin. Ft.	15.06	16.00	2,711.35	2,880.00
6" Perf. Metal Drain Pipe Uncoated	2,025	Lin. Ft.	1.72	2.00	3,481.81	4,050.00
Spec. Backfill in Drains	538.5	Cu. Yd.	4.69	4.50	2,525.39	2,423.25
Salvage Culvert Pipe	75	Lin. Ft.	2.39	3.00	179.12	225.00
12" Sewer Pipe	1,209	Lin. Ft.	2.02	2.25	2,445.94	2,720.25
24" Sewer Pipe	114	Lin. Ft.	6.51	7.00	742.13	798.00
*Ext. for Pipe under Pavemt.	60	Lin. Ft.	2.50	2.50	150.00	150.00
*1¼" Electrical Conduit	23	Lin. Ft.	1.50	1.50	34.50	34.50
*Concrete Catch Basins	12	Each	65.00	65.00	780.00	780.00
*Concrete Manholes	4	Each	250.00	250.00	1,000.00	1,000.00
*Adj. of Manholes	2	Each	40.00	40.00	80.00	80.00
*Conc. Curbs and Gutters	240.17	Cu. Yd.	47.00	47.00	11,287.99	11,287.99
*Concrete Walks	75.39	Sq. Yd.	3.75	3.75	282.71	282.71
*Concrete Driveways	104.87	Sq. Yd.	4.50	4.50	471.92	471.92

WORK DONE BY FRED H. SLATE CO., OREG. LTD. AND E. C. HALL, CONTRACTS 4576, 4695 and OTHER WORK

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
*Class "A" Concrete	65.25	Cu. Yd.	$65.00	$65.00	$ 4,241.25	$ 4,241.25
*Metal Reinforcement	9,680	Lb.	0.13	0.13	1,258.40	1,258.40
**Metal Guard Rail	566.5	Lin. Ft.	3.00	3.00	1,699.50	1,699.50
**Metal Sight Posts	40	Each	3.00	3.00	120.00	120.00
Coarse Mat'l in Base	36,063	Cu. Yd.	2.53	2.35	91,105.46	84,748.05
3/4"-0 Mat'l in Base	4,122	Cu. Yd.	2.82	2.50	11,621.05	10,305.00
Sprinkling	2,087.2	M-gal.	1.88	2.00	3,923.56	4,174.40
3/4"-0 Mat'l in Binder	565	Cu. Yd.	2.02	1.75	1,141.33	988.75
Class "B" Asph. Conc.	8,781.968	Tons	1.44	1.50	12,671.37	13,172.96
Furn. & Place Agg.	280	Cu. Yd.	2.02	2.00	565.62	560.00
3/4"-½" Cr. Mat'l in S.P.	2,022.38	Cu. Yd.	3.02	3.15	6,107.67	6,370.50
½"-¼" Cr. Mat'l in S.P.	2,018.44	Cu. Yd.	3.02	3.15	6,095.76	6,358.09
¼"-0 Cr. MatIl in Stockpile	1,049.34	Cu. Yd.	3.02	3.15	3,169.04	3,305.42
PA #1 Furn. & Install 4" Conc. Sewer Pipe	45	Lin. Ft.	1.46	1.75	65.69	78.75
PA #2 18" CMP Asb. Bonded	146	Lin. Ft.	5.62	6.00	820.65	876.00
PA #4 6" Perf. Metal Drain Pipe, Uncoated	350	Lin. Ft.	0.83	0.83	290.50	290.50
PA #4 6" Perf. Metal Drain Pipe Bands, Uncoated	30	Each	1.02	1.02	30.60	30.60
PA #4 18" CMP Culv. Coated	14	Lin. Ft.	3.24	3.24	45.36	45.36
PA #4 18" CMP Culv. Bands, Coated	1	Each	3.24	3.24	3.24	3.24
PA #4 12" CMP Elbows Culvert Coated	1	Each	11.14	11.14	11.14	11.14
PA #4 12" CMP Bands Culvert Coated	1	Each	2.35	2.35	2.35	2.35
PA #4 12" Conc. Sewer Pipe	84	Lin. Ft.	0.84	0.84	67.20	67.20
PA #4 12" Conc. Culvert Pipe	3	Lin. Ft.	0.90	0.90	2.70	2.70
PA #5 12" CMP Coated	424	Lin. Ft.	3.17	3.50	1,344.25	1,484.00
PA #6 6" Sewer Pipe	135	Lin. Ft.	0.99	1.25	133.31	168.75

WORK DONE BY FRED H. SLATE CO., COREG. LTD. AND E. C. HALL, CONTRACTS 4576 and 4695,& other work

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
PA #7 Cement Adj. Favor of State	16.3	Bbls.		$4.73	$	$ - 77.10
Force Account					4,076.05	4,624.09
					$297,342.10	$307,480.22

* Work Done All or In Part By Tom Lillebo

** Work Done All or In Part By R. and W. Construction Company

AGGREGATE SOLD

J. C. Compton Company	2,670.62	Tons	1.44	$2.00	$ 3,852.86	$ 5,341.24
Coos Bay Dredging	19,267	Cu. Yds.	1.82	1.50	35,066.64	28,900.50
Extra Work Done For State					13,287.27	14,784.98
Equipment Rented To State					3,738.09	3,925.00
					$ 55,944.86	$ 52,951.72

ITEMS OF WORK DONE ON COQUILLE (KNOTT STREET)
CONTRACT 4695

General Excav., Unclass.	379.2	Cu. Yd.	$0.89	$1.00	$ 337.13	$ 379.20
Salvage Surface Material	159.2	Cu. Yd.	1.19	1.50	189.66	238.80
Coarse Mat'l in Base	133.5	Cu. Yd.	3.22	3.50	429.43	467.25
3/4"-0 Material in Base	313	Cu. Yd.	3.29	4.00	1,031.67	1,252.00
Sprinkling	52	M-gal.	1.98	3.00	103.09	156.00
					$ 2,090.98	$ 2,493.25
Total Cost and Revenue of All Items of Work Done by Principal Contractors					$355,377.94	$362,925.19
Paid J. C. Compton Company					57,700.60	57,700.60
TOTAL COST OF ALL WORK					$413,078.54	$420,625.79

F. H. SLATE CO., OREG. LTD. and E. C. HALL COMPANY'S REVENUE, COST, and PROFIT WHILE WORKING ON CONTRACT 4576

Gross Revenue	Total Cost	Net Profit	% Profit on Gross Revenue
$362,925.19	$355,377.94	$7,547.25	2.07%

BREAKDOWN OF CRUSHING COSTS

	Quantity	Unit	Total Cost	Unit Cost
Move In and Set Up	74,014.10	Cu. Yd.	$ 10,361.91	$0.1399
Drill and Shoot	74,014.10	Cu. Yd.	11,761.56	0.1590
Feed Crusher	74,014.10	Cu. Yd.	32,894.29	0.4444
Crush	74,014.10	Cu. Yd.	77,233.86	1.0435
Stockpile at Plant	74,014.10	Cu. Yd.	2,456.23	0.0332
TOTAL	74,014.10	Cu. Yd.	$134,707.84	$1.8200
Royalty Paid on	54,747.10	Cu. Yd.	$ 10,949.42	$0.20

Unit Cost of Rock Produced for Contractor's Work $2.02 Per Cubic Yard

Total Crushing Time	1,162 Hours
Aggregate Produced	74,014.10 Cubic Yards
Average Crushed Per Hour	63.7 Cubic Yards

Contract #4576 and #4695
and outside work.

DETAIL OF COSTS
F. H. Slate Co., Ore. Ltd.
and E. C. Hall Co.

L A B O R		$112,547.07
Labor insurance		10,530.40
Health and welfare		4,412.70
		$127,490.17
M A T E R I A L S		
12" concrete pipe	489 Lin. Ft., $0.90	$ 440.10
18" concrete pipe	1020 Lin. Ft., 2.10	2, 142.00
24" concrete pipe	225 Lin. Ft., 2.95	663.75
24" asb. bond CMP	414 Lin. Ft., 5.07	2,098.98
24" bands	17 Each 5.07	86.19
42" asb. bond CMP	180 Lin. Ft., 11.81	2,125.80
42" bands	7 Each 11.81	82.67
6" perf metal drain pipe	2375 Lin. Ft., 0.83	1,971.25
6" bands	114 Each 1.02	116.28
72" x 12" x 6" tee	1 Each 16.50	16.50
Backfill aggregate (del)	479.5 C. Y. 3.00	1,438.50
Backfill aggregate (at plant)	129 C. Y. 2.25	205.40
2½-0 base material	324 C. Y. 1.60	518.40
Sand	5 C. Y. 2.50	12.50
Cement	23 sks 1.58	36.34
12" sewer pipe	1293 Lin. Ft. 0.80	1,034.40
24" sewer pipe	114 Lin. Ft. 3.25	370.50
12' 6" Rails	566.5 Lin . 1.27	719.46
Terminal sections	2 Each 4.00	8.00
6' 4" wood posts	47 Each 5.45	256.15
Type "A" sight posts	40 Each 1.23	49.20

4" concrete sewer pipe	45 Lin. Ft.,	$0.30	$ 13.50
18" corr. metal pipe	160 Lin. Ft.,	3.24	518.40
Bands	8 Each	3.24	25.92
12" corr. metal pipe elbows	1 Each	11.14	11.14
12" corr. metal bands	27 Each	2.35	51.70
12" conc. culvert pipe	3 Lin. Ft.	.90	2.70
12" corr. metal pipe	424 Lin. Ft.	2.35	996.40
6" sewer pipe	135 Lin. Ft.	0.40	54.00
			$16,066.13

E Q U I P M E N T R E N T A L S A N D M I S C E L L A N E O U S

Expenses:

Equipment rental (own)	$109,552.20	
Rented equipment (unoperated)	1,805.17	
Rented equipment (operated)	16,587.20	
Gas, oil and grease	16,623.17	
Freight	13,302.00	
Powder and caps	4,933.25	
Electric power	3,941.83	
Phone	1,447.44	
Bond	1,781.40	
Ph & Pd insurance	1,710.58	
Small tools	854.31	
Home office and general overhead	5,614.35	
	$178,143.90	
Paid Tom Lillebo	$19,586.77	
Paid J. C. Compton	57,700.60	
Mosso and O'Neil	2,385.83	
Coos Bay Dredging Co. Royalty	10,949.42	
Rand W. Construction Company	755.72	
	$91,375.34	$413,078.54

Coquille-Rink Creek
Contract #4576

J. C. Comptons Items of Work

Coquille (Knott St.)
Contract #4695

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Preparation of base	1.2	Mile	$193.54	$200.00	$232.25	$240.00
3/4-0 Mat'l in binder course	565	C.Y.	1.62	1.50	913.89	847.50
RC 3 asph. in binder course	55.07	Ton	41.33	45.00	2,275.91	2,478.15
RS 2 asphalt	7.46	Ton	43.91	46.00	327.61	343.16
Class "B" asph. concrete	8781.968	Ton	5.09	5.50	44,685.28	48,300.82
Ext. for asph. conc. appro.	24	Each	26.81	30,00	643.61	720.00
Asph. conc. traffic markers	2633.7	Lin. Ft.	0.48	1.00	1,262.11	2,633.70
Furnish & place agg.	280	C.Y.	1.76	1.75	492.70	490.00
150-200 asphalt	22.44	Ton	39.81	42.00	893.49	942.48
PA #3 No strip additive	45.06	Ton	6.69	7.80	301.67	351.47
Force account	(State portion of fagging)				353.32	353.42
					$52,381.84	$57,700.60

Coquille (Knott St.) Contract #4695

Asphaltic conc. mixture	902.128	Ton	$ 7.26	$ 7.80	$ 6,553.51	$ 7,036.60
85-100 asphalt	59.28	Ton	32.23	36.00	1,910.42	2,134.08
					$8,463.93	$9,170.68

OUTSIDE WORK:

Asphaltic concrete:

Sold at plant	213.00	Tons	$ 6.016	$ 6.50	$1,281.77	$1,384.50
Hauled and placed	1555.52	Tons	10.968	12.00	17,062.35	18,666.24
	TOTAL COST AND REVENUE				$79,189.89	$86,922.02

J. C. Compton's revenue, cost and profit while working at Coquille, Oregon:

Gross Revenue	Total Cost	Net Profit	% Profit Gross Rev.
$86,922.02	$79,189.89	$7,732.13	8.89%

Contracts #4576 and #4695
and outside work.

DETAIL OF COSTS
J. C. Compton Co.

L A B O R			
Labor insurance			$18,890.52
Health and welfare			1,567.91
			454.36
			$20,912.79
M A T E R I A L S			
85-100 asphalt	743.69 tons,	$22.50	$16,733.33
Freight on 85-100 asph.	743.68 tons,	9.16	6,813.88
RS 2	7.46 tons,	27.16	202.46
Freight	7.46 tons,	8.80	68.33
RC 3 asphalt	55.07 tons,	25.75	1,418.05
Freight	55.07 tons,	9.16	504.61
150-200 asphalt	22.44 tons,	22.50	504.90
Freight	22.44 tons,	9.16	205.55
No Strip additive	45.06 tons,	6.50	292.89
Heat Oil	532 bbls,	3.45	1,835.40
Asphaltic concrete purchased	10.828tons,	6.50	70.38
Asphaltic concrete purchased	91.5 tons,	8.00	732.00
Aggregate purchased	2670.62 tons,	2.00	5,341.24
			$34,722.52
E Q U I P M E N T R E N T A L S & M I S C E L L A N E O U S			
Expenses:			
Equipment rental (own)			$10,144.07
Equipment rental (Hired)			6,075.31
Gas, Oil and Grease			3,885.28
Bond			434.37
Test scales			183.03

Permits	$ 65.00	
P. U. C. fees	204.17	
Travel expenses	815.70	
Freight	118.01	
Misc. expense and small tools	181.83	
Home office and general overhead	1,447.81	
	$23,554.58	
		$79,189.89

BREAKDOWN OF PAVING COSTS

	Quantity	Unit	Total Cost	Unit Cost
Move in and set up	11,452.616	Tons	$5,246.06	$0.458
Feed Plant	11,452.616	Tons	1,900.60	0.166
Mix	11,452.616	Tons	14,613.48	1.276
Asphalt in Mixture	11,452.616	Tons	24,253.11	2.117
Cost of Mixing	11,452.616	Tons	$46,013.25	$4.017

Coquille-Rink Creek Contract #4576

Haul and Place	8781.968	Tons	$9,401.89	$1.072
Aggregate furnished by E. C. Hall	8781.968	Tons	12,671.37	1.443
Mixing at plant (less aggregates)	8781.968	Tons	35,283.39	4.017
Cost of Class "B" asphalt concrete				$6.532

City of Coquille (Knott St.) Contract #4695

Haul and Place Mixture	902.128	Tons	$ 3,035.21	$3.365
Aggregate purchased	902.128	Tons	1,804.25	2.00
Mixing at Plant (less agg. & asph.)	902.128	Tons	1,714.05	1.899
				$7.264
Asphalt in Mixture	59.28	Tons	$1,910.42	$32.217
OUTSIDE WORK:				
Asphaltic concrete sold at plant				
Mixture at plant(less aggregates)	213.00	Ton	$855.77	$4.017
Aggregate in mixture	213.00	Ton	426.00	2.00
				$6.016
Asphaltic concrete at plant				
OUTSIDE WORK				
Mixture at plant (less aggregates)	1,555.520	Ton	$6,249.52	$4.017
Aggregate in mixture	1,555.520	Ton	3,110.98	2.00
Haul and place mixture	1,555.520	Tons	7,701.85	4.951
				$10.968

REMARKS:

This was a "Federal Aid Primary Project" located in Coos County on the Coos Bay-Roseburg Highway. The westerly end of the project was at the intersection of First and Adams Streets in the City of Coquille. The easterly end of the project was approximately 450 feet southerly from the crossing of Rink Creek and about 1.14 miles southerly from the city limits of Coquille. The overall length of the project was 1.36 miles.

The contract was bid on November 4, 1955, and was awarded on December 30, 1955, to Fred H. Slate Company, Oregon Ltd. and E. C. Hall Company.

During the early part of January, 1956, the contractors began moving in their grading equipment consisting of 10 D8 caterpillar tractors, 4-80 scrapers, 2 Euclid S 18 scrapers, 2 3/4 cy Lima shovels with dragline attachments, 2 #12 caterpillar motor graders, 2-3 Leg Rollers and such other necessary equipment to work the project.

On March 16, 1956, the contractor began clearing the project with a 3 man crew. On Monday the 19th of March he increased his crew to 9 men and began using a D8 cat with clearing blade, a 3/4 shovel with dragline and 2 power saws. As this work became more de-centralized he added another D8 cat and 3 men to this operation. The clearing progressed very well and was completed during the weed ending April 21,1956. The contractor, having a good bid price on this item, made an excellent profit on it.

During the week ending April 14, 1956, the contractor began the grading operations using 2 D8 cats with bulldozers and 1 D8 cat with an 80 scraper. As the areas to be excavated were opened up and the area of operation became extended, he increased the working equipment as needed.

The material being common, and requiring no shooting, was moved without difficulty, in most areas. In areas where he encountered excessive amounts of water it was necessary to move in and out several times.

During the construction of the highway roadbed, several areas upon which it was being constructed settled considerably resulting in a large over run in pipe and excavation quantities. The contractor finished the grading during the week ending August 18, 1956.

During the week ending March 3, 1956, the contractor drilled and shot an area at the easterly side of the Woodward quarry. This quarry did not prove to be suitable, so an agreement was made with Mr. McCloud and the aggregate was obtained from the McCloud and State quarry located adjacent to the Coos Bay Highway at M.P. 4.53.

During the week ending April 14, 1956, the contractor put in a coyote hole in the quarry. The quarry was shot on April 19, 1956. The rock broke large and some re-shooting was necessary.

The contractor started moving in and setting up his three crusher plant at this time. He began crushing on May 11, 1956, and completed the crushing during the week ending August 18, 1956. For this work he used a 2½ cy shovel and 2 Turnapull rock wagons to feed the crusher, an Eimco loader and D' caterpillar tractor at the plant, and on the stock piles when needed.

REMARKS, cont.

The aggregate to be crushed did not break readily, which resulted in very low production for this plant.

On Monday, July 23, 1956, the contractor began placing crushed base material using hired trucks for hauling, loading with an Eimco 2½ cy loader, and processing on the roadbed with a D8 caterpillar motor grader. He completed this work on August 29, 1956, and immediately began placing the 3/4-0 in base using the same equipment as before, augmended with a 3 leg roller and #12 motor grader.

The items coarse crushed material in base, 3/4-0 material in base and 3/4-0 material in binder show losses due to low production of the crusher, having to pay royalty on the aggregate and low unit bid prices on these items.

The sub-contractor (J. C. Compton Co.) on paving began moving in and setting up his 4000 lb. Madsan batching plant during the week ending August 11,1956. He began paving on September 12, 1956, using a Barber Green paving machine, a 3 wheel tandum roller, and a 2 wheel tandum roller to place the mixture. He hauled the mix from the plant in 3 trucks of his own and 3 hired trucks fully operated.

This work progressed well and the paving was completed during the week ending October 6, 1956.

All other work on the project was completed by the contractor during this time except for a small amount of pavement blending. On November 8, 1956, the contractor moved back in and completed the necessary work.

While the above contract was being processed the sub-contractor on paving bid and was awarded a contract for paving in the City of Coquille (Knott St.), contract #4695 which was done during the time he worked on the Coquille-Rink Creek project.

Although the principal contractor had low bid prices on some items and unanticipated costs, both he and the subcontractor, by having excellent supervision and good equipment, were able to make fair profits.

M. N. Juve
Chief Cost Analyst

By

F. W. Sugnet

GEORGE F. BURR, Mayor

H. N. CRIM, Recorder, Treasurer, Municipal Judge

RECEIVED
FOR FILING

F-111 (3)

4576

THE CITY of COQUILLE

COOS COUNTY SEAT

COQUILLE, OREGON

JOHN B. GEARHART, City Engineer
TALLANT GREENOUGH, City Attorney
HOWARD R. MARSH, Chief of Police

Councilmen

RAY H. SANFORD — R. B. MASON
R. J. MAEYAERT — GRANT VAN DOREN
R. N. CRAWFORD — P. T. WOLFE

June 6, 1957

REFERRED TO
Cooper
BY State Highway Engineer

W.C. Williams
State Highway Engineer
Salem, Oregon

Dear Mr. Williams:

This will acknowledge receipt of your letter of May 23rd in regard to our water line crossing. Geo. Baker of your department here in Coquille has already contacted Mayor Burr and our city engineer and they are working plans for the project.

Thank you for your action in this matter.

Yours truly,

CITY OF COQUILLE

H.N. Crim
City Recorder

Copy to Edwards with notation "Please see that this matter is concluded."

NOTED
FORREST COOPER

RECEIVED
JUN 1957

RECEIVED
MAY 21 1957
FOR FILING

May 23, 1957

Honorable Geo. F. Burr, Mayor
City of Coquille
Coquille, Oregon

Dear Sir:

Please pardon the delay in answering your letter of March 20, 1957 which refers to your water-line crossings on the Coquille-Fink Creek Section. The delay was occasioned by the fact that we were making a somewhat careful study of the entire matter, which has now been completed.

It is our opinion that the best way to correct the condition would be to place a new and larger conduit, 60 inches in diameter, across the highway, and then have you move your lines into the new conduit at State expense. Before proceeding with the work, you will be contacted by our field engineers, so that there will be a meeting of the minds.

Thank you for calling this to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

FC:ms fn

RECEIVED
MAY 23 1957
FOR FILING

Salem, Oregon
May 23, 1957

Conduit
Coquille-Rink Creek Section

Mr. Tom Edwards
Construction Engineer
Department

Referring to the matter of the conduit or pipe line on the Coquille-Rink Creek Section, it has been decided to place the 60" conduit by state forces. The Work Order can be written on the contract project if it is still open. Please check with Mr. Probert.

After the conduit is in place, the City should be requested to change its lines at our expense. Before doing any of the work, be sure that we are in accord with the city officials.

Forrest Cooper
Deputy State Highway Engineer

FC:rms

cc Mr. W. C. Williams
Mr. J. H. Probert
Mr. C. H. Malsom

FORM E-20X—37,500—8-56—96668

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 13, 1957

SUBJECT: Repair of Coquille City Water Main

To: Tom Edwards
Construction Engineer
Salem, Oregon

I have had Mr. George Baker contact Mr. John Gearhart, City Engineer for Coquille, regarding the proposal to use double Dresser slip couplings to repair their water mains.

Please be advised that the present installation has a similar joint with each joint having slightly over 2-inches of permissable movement. The connections at each side of the fill are put together with the use of two double end Dresser couplings. It is apparent, therefore, that the present installation having expanding joints at each end of the pipe does not prevent disruption of service.

Mr. George Baker advises that each break reported in the past has occurred at or near the center of the roadbed fill. The break in the 10-inch cleanout line has never been uncovered and its location is not known.

I recommend that we be authorized to proceed with the installation of a large pipe, which plan has previously been submitted. The present 12-inch and 10-inch water mains would be located in the larger pipe.

for F. D. Morgan
Division Engineer

dls

NOTED
FORREST COOPER

Salem, Oregon
May 1, 1957

Complaint re City of
Coquille water lines -
Coquille-Rink Creek
Section

Mr. Tom Edwards
Construction Engineer
Department

In accordance with our discussion this date, please investigate the feasibility of placing a slip joint at one or both ends of the water mains of the City of Coquille where they are carried under the highway in a conduit. Please have a field check made and give me a report with recommendation.

Forrest Cooper
Deputy State Highway Engineer

FC:ms

FORM E10—30M—6-56—56684

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 19th, 1957

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

Under date of March 6th, City Engineer John Gearhart wrote his City Council concerning problems with the crossing of the water main under the new highway on the Coquille-Rink Creek Section, and under date of March 20th, over the signature of Mayor George F. Burr a letter was forwarded expressing their concern and asking that a permanent solution be reached.

In the construction of this project the mains crossing under the highway were placed on what was believed to be a firm and satisfactory base in a 30-inch culvert pipe as per agreement with the City. Soils information concerning the area was misleading and as a result thereof, a great deal of settlement has occurred and is still occurring. As a result of the settlement, the water main has broken on five different occasions.

We believe the City's cause for concern is genuine and understandable and that the cause should be remedied. The solution proposed by the City encompasses the installation of the pipes at a new location encased and saddled in a 60-inch culvert. This will permit adjustment of the facility if further settlement occurs and will also permit entry for maintenance purposes. The estimated cost of the installation is $10,678.

Inasmuch as the original installation was made as per plans and agreement furnished by the City, it is my belief that the $3,555 estimated as the cost of replacing the pipe lines should be borne by the City. This leaves a cost of $7,123 to be borne by the State. I would suggest that the County-City Relations people contact the City to determine if they are agreeable to such a solution and if so, that an agreement be entered into on that basis.

Tom Edwards
Construction Engineer

TE:AR

RECEIVED
APR 22 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
March 26, 1957

Complaint re City of
Coquille water lines

Mr. Tom Edwards
Construction Engineer
Department

I am attaching a copy of a letter from John B. Gearhart, City Engineer of Coquille, and a copy of a letter from George F. Burr, Mayor. The letters refer to the chronic problem that we have had since reconstructing the Coquille-Rink Creek Section in maintaining the City's 10" and 12" water lines just southerly of Coquille.

I am not entirely familiar with this matter but can readily understand the City's concern. Will you please have Mr. Morgan go see them immediately and, preferably in company with Mr. Gearhart, make a careful inspection of the facility and come in with a recommendation as to what to do. I realize that matters of this kind are hard to resolve; however, we should resolve all doubts in favor of the City, as we would certainly be in an untenable position should its water supply fail.

This matter should be given immediate attention, so will you please ask Mr. Morgan to expedite it.

Forrest Cooper
Deputy State Highway Engineer

FC:me

Encl.

GEORGE F. BURR, Mayor

H. N. CRIM, Recorder, Treasurer, Municipal Judge

THE CITY of COQUILLE

COOS COUNTY SEAT

COQUILLE, OREGON

JOHN B. GEARHART, City Engineer
TALLANT GREENOUGH, City Attorney
HOWARD R. MARSH, Chief of Police
Councilmen
RAY H. SANFORD — R. B. MASON
R. J. MAEYAERT — GRANT VAN DOREN
R. M. CRAWFORD — P. T. WOLFE

REFERRED TO
Cooper
By State Highway Engineer
lets discuss this

March 20, 1957

W.C. Williams, Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

I am enclosing for your information a letter to the city council by our City Engineer. The council is very concerned about the condition of our water line from the river pump to the filter plant, which runs under the new highway fill south of town on Highway 42, as this is our primary source of water during the dry summer months.

We all certainly realize that the city must have a dependable source of water, and when this line breaks as it has done at various times since the highway was relocated, it places the entire town in jeopardy in case of fire and also as far as our sanitation requirements are concerned.

We respectfully ask that you give this matter your immediate consideration in order that a permanent solution may be worked to our problem.

Yours very sincerely,

CITY OF COQUILLE

Geo F Burr

Geo. F. Burr, Mayor

GFB:hnc

RECEIVED
MAR 21 1957
OREGON
STATE HIGHWAY COMMISSION

GEORGE F. BURR, Mayor

H. N. CRIM, Recorder, Treasurer, Municipal Judge

THE CITY of COQUILLE

COOS COUNTY SEAT

COQUILLE, OREGON

JOHN B. GEARHART, City Engineer
TALLANT GREENOUGH, City Attorney
HOWARD B. MARSH, Chief of Police

Councilmen

RAY H. SANFORD — R. B. MASON
R. J. MAEYAERT — GRANT VAN DOREN
R. N. CRAWFORD — P. T. WOLFE

March 6, 1957

Honorable Mayor and Common Council
City of Coquille, Oregon

Gentlemen:

The following is a summary of the history of our experiences with attempts to relocate the 10" and 12" water lines running from the Filter Plant to the Coquille River, which lines had to be moved due to the relocation of Highway 42 South of Coquille. The 10" line referred to is the drain line from the plant, and the 12" line is the main feeder line from the River Pump to the Filter Plant. The original agreement between the City of Coquille and the State Highway Department called for the lines to be relaid under the highway at approximately Highway Engineers Survey Station 60+00 in a 30" culvert of corrugated metal pipe. This work was accomplished between May 2nd and 31st, 1956, as per agreement.

On or about June 10, 1956 the 12" line was broken by fill settlement on the West side of the fill. Temporary repairs were attempted between June 17 and 21 and these repairs were abandoned and the pipe was moved and relaid with 1111 feet 5 inches of mechanical joint pipe from June 22 to 25, 1956.

On or about June 26, 1956 the 12" pipe was broken by fill settlement where the pipe is under the fill. The fill was removed, and the pipe under the fill was replaced with 180' of new mechanical joint pipe.

On July 29,1956 the 12" pipe under the fill again failed. This time the pipe was pulled out and the failure was found to have been caused by defective pipe, and a new length of pipe was installed.

On or about August 23, 1956 the 10" drain pipe under the fill failed. On August 28 and 29th the 10" pipe was cut into on the East side of the highway and the waste water discharged into an open ditch.

On November 21,1956 the 12" line again failed under the fill due to settlement. The pipe was pulled and 48' of new mechanical joint pipe was installed. At the time that this repair was made, definite settlement was observed in the culvert itself, which means that the 12" line running through the culvert is under constant tension.

During the winter months, of course, the water from the river is used very little, and consequently no great amount of pressure has been exerted on the 12" line for any continued period of use. We therefore do not know whether the line will hold under continuous use or not.

It is my opinion that due to the location of the two lines, and also due to the hazardous conditions under which the city is placed each time this main source of our heavy water use is cut off, that the following steps should be taken:

That a 72" culvert be installed under the highway in the same location as the two present 30" culverts and both pipe lines be placed within this one large culvert. By doing this, the pipes are in a large enough culvert to permit workmen to have the entire length of the pipes under the highway open to view for immediate repairs.

Estimated cost of this project:

150' of 72" culvert installed	$7,500.00
Salvage and relay the two lines	500.00
Total Cost	$8,000.00

On November 23rd,1956 I met with L. R. Chandler and George Baker,of the Highway Department, in connection with the break which occurred November 21,1956 and the feasibility of placing the two lines in a single large culvert was discussed along with the possibility of moving the pipe lines to a new location. It was decided at this time to wait until after the winter months before making any decision.

Yours truly,

John B. Gearhart
City Engineer

JBG/vs

Form S-40

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET 1 OF 1 SHEETS

Revision-Coquille City Water Line
Work to be Performed by State Force

April 12, 1957

Item	Unit	Unit Cost	Quantity	Amount
60" CMP	Lin. Ft.	$ 35.00	116	$4,060.00
Exc.	Cu. Yd.	1.00	810	810.00
2 1/2-0 Cr. Rock	Cu. Yd.	3.00	100	300.00
* Equip. Time	Day	130.00	4	520.00
A.C. Pavt.	Ton	9.00	27.3	245.70
				$5,935.70
	20% Eng. & Cont.			1,187.30
	State Work			$ 7,123.00
	City Work (Eng'rs. Est.)			3,555.00
	Total Est. Cost			$10,678.00

* Exc. on R/W for salvage and in cleaning up

Labor and material ESTIMATE to relocate & install the 12" supply pipe line and the 10" waste line in a 60" culvert.

MATERIAL				
234 ft. 10" C.I. M.J. Pipe	@ 4.00	$936.00		
1 12" 11¼° Bend		92.00		
1 12" 22½° "		92.00		
1 10" 11¼° "		45.00		
3 10" 45° "	@ 45.00	135.00		
76 Lin ft. 4" x 4"				
16 " " 1" x 4"		30.00		
16 " " 2" x 4"		32.00		
18 3/4" x 24" bolts		24.00		
18 " x 18" "		12.00		
36 Lin ft. rein rod		36.00		
18 ¼" x 2" bands				
3 cu yd concrete thrust blocks	@ 18.00	54.00		
				1,486.00
PIPE SALVAGE, LABOR AND EQUIPMENT				
252 ft 10" cement joint pipe	@ .50	176.00		
130 ft 12" " " "	@ .50	65.00		
270 ft 12" M.J. pipe	@ .50	135.00		
				376.00
TRENCH EXCAVATION				
290 Lin ft. 2 to 9 ft. depth	@ .50	145.00		
				145.00
PIPE LAYING				
270 ft. 12" C.I. M.J. pipe	@ 1.50	405.00		
140 ft. 12" cement joint pipe	@ 1.50	210.00		
234 ft. 10" C.I. M.J. pipe	@ 1.50	351.00		
230 ft. 10" cement joint pipe	@ 1.50	380.00		
				1,346.00
EASEMENT				
140 Lin ft.		200.00		
				200.00
		Total		$3,555.00

RECEIVED
AUG 5 1957
FOR FILING

F-111(3)

4576

Salem, Oregon
May 22, 1957

RIU-16544

Agenda Item 1-8-6c

File No. 24065 - Detlefsen
Coquille-Rink Creek Section
Coos County

Mr. R. L. Porter
Right of Way Engineer
O f f i c e

Attention: Mr. E. F. Chidsey
Ass't Right of Way Engineer

Attached hereto for further handling are two fully executed copies of an Indenture of Access to the Edward L. Detlefsen property on the Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway in Coos County.

A conformed copy of the above Indenture has been retained in this office.

Secretary

rn
Attach: 2

REFERRED TO
BY SECRETARY

agenda 5/16

FORM ESC—12½ M—8-55—66200

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
MAY 16 1957
1-13. 6c
106c

Salem, Oregon
May 6, 1957

SUBJECT: AGENDA ITEM FOR MAY 16th & 17th MEETING
File No. 24065 - Detlefsen
Coquille-Rink Creek Section
Coos County

To: Mr. H. B. Glaisyer
Secretary
O F F I C E

L

Attached hereto is an Indenture of Access form to be placed on the next agenda. The form is submitted in triplicat, two copies to be executed by the Commission, if approved, and returned to this office for further handling. The copies to be executed bear the approval of the Deputy State Highway Engineer and the Chief Counsel.

The matter will be presented by the Right of Way Engineer.

E. F. Chidsey
Ass't Right of Way Engineer

EFC:md
Attach.

1 copy in Surplus

Ⓐ
2 COPIES TO BE SIGNED

R.E.

files

RECEIVED
APR 21 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) April 22, 1957

(CONTRACT NO.) F-111(3)	(EST. NO.)	(CONTRACTOR)	
4576	9-Final	Fred H. Slate Co. Orag. Ltd. & E. C. Hall Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
8558	H-178933	$ 10,743.42	4/22/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1956

Time Extensions: Nov. 8, 1956

Completion Date: Nov. 8, 1956

Date Accepted: Jan. 22, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Apr. 23, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: APR 23 1957

Ruth Rawlings

NOTED ON CARD

em

RECEIVED
APR 11 1957
FOR FILING
T 111(3)
4576

April 11, 1957

CERTIFIED MAIL

Wells-Reed Insurance Co.
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4576 for work performed on the Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway in Coos County was completed by the contractor, Fred H. Slate Co., Oreg. Ltd. & E. C. Hall Co., on November 8, 1956 and was formally accepted by the Highway Commission on January 22, 1957.

Final payment in the amount of $10,743.42 will be released to the contractor on or after April 22, 1957. The total contract amount is $365,180.32, of which amount $4,977.41 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there by any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cem

NOTED ON CARD
em

FORM S-120 5M REVISED 3-55

RECEIVED
JAN 31 1957
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

F-111(3)

4576

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 30, 1957

Fred H. Slate Co., Oreg. Ltd. &
E. C. Hall Co.
12012 S. W. Barbur Blvd.
Portland 19, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 22 had under discussion your request for an extension of time from September 30 to November 8, 1956, inclusive, within which to complete your contract No. 4576, for grading and paving on the Coquille-Pink Creek Section of the Coos Bay-Roseburg Highway in Coos County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Frank Morgan,
Division Engineer

John Hagedorn,
Resident Engineer

Tom Edwards,
Construction Engineer

RECEIVED
JAN 11 1957
FOR FILING

F-111(3)

4576

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

January 9, 1957

SUBJECT: Time Extension

To:

E. A. Pease

A warrant is being held in our safe for the following contract pending receipt of time extension.

Contractor	Contract	Est. No.	Amount
Fred H. Slate Co., Oreg. Ltd. & E. C. Hall Co.	4576	8 S. F.	12,890.06

This warrant can not be released until January 12 at the earliest due to notice to the surety.

J. G. Herr

cc: Forrest Cooper

NOTED
FORREST COOPER
RECEIVED
JAN 9 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 10 1957
FOR FILING

F-111(2)

4576

January 9, 1957

Oregon State Highway Commission

Request for extension of time
No. 10
January 22 and 23 meeting

Gentlemen:

Herewith is a request from Fred H. Slate Co. and E. C. Hall Co., contractors, for an extension of time on the Coquille-Myrtle Creek Section, Contract No. 4576, from September 30, 1956 to November 6, 1956, inclusive.

The prime reason for the overrun was due to the fact that the City of Coquille was building a water line under the proposed sidewalk at the westerly end of the job. Our contract for curb, gutter, and paving work in that area could not be done until the City had completed its work. The overrun was not the fault of the contractor, and I recommend that the extension be granted without penalty. This contract does not carry the fixed and liquidated damage clause.

Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:ob fn

RECEIVED
JAN 3 - 1957
FOR FILING

F111(3)

4576

January 2, 1957

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Maryland Casualty Co.
Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Fred H. Slate Co.,Oreg.Ltd. & E. C. Hall Co. in connection with contract No. 4576, covering the Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway in Coos County. This payment in the amount of $12,890.06 will be released to the contractor on or after January 12, 1957. The retained percentage is $10,961.98.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

EJ

cc: Maryland Casualty Co.
Baltimore 3,
Maryland

NOTED ON CARD

RECEIVED
DEC 20 1956
FOR FILING
F-111(3)
4576

December 19, 1956

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Coquille-Rink Creek Contract No. 4576, Oregon F-111 (3), from September 30, 1956 to November 8, 1956 to Fred H. Slate Co., and E. C. Hall Co., contractors.

The prime reason for the overrun was due to the fact that the City of Coquille was building a water line under the proposed sidewalk on the easterly side of the highway, at the westerly end of the job. The contract could not be completed for curb and gutter and paving in that area until the City had completed their work. The overrun was not the fault of the contractor, and I recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc to: Tom Edwards

RECEIVED
NOV 21 1956
FOR FILING
F-111 (3)
4514

November 20, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 8, 1956, on Contract No. 4576, Coquille-Rink Creek Section, in Coos County, in connection with Federal Aid Project No. F-111(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DCP:ia

cc: Clarence G. Swanson

Form E-1—1956—6-56

A

F-111(3)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 12, 19 56

Section Coquille - Rink Creek

Highway Coos Bay - Roseburg

Contractor Fred H. Slate Co. & E. C. Hall Co.

Date of contract December 30, 19 56

Date work started March 14, 19 56

Project authorization $374,035.19
Exclusive of Engineering $348,094.91

Kind of work Grading & Paving

Section prefix 6-1060

Contract number 4576

Date of completion September 30, 19 56

Estimated date of completion November 8, 19 56

Per cent of time elapsed 114 %

Estimated cost of completed project, exclusive of engineering $375,377.41

Estimated per cent overrun or [redacted] . . . . . 7.84 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . $ 25,940.28

Engineering cost to date $ 27,800.00, 107 %

Date project was completed November 8, 19 56

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed project on Nov. 8.

Mr. L. R. Chandler, Ass't Div. Engr. inspected project on the 15th.

NOTED
TOM EDWARDS

NOTED
FORREST COOPER

Noted
M. N. Juve

NOTED
D. J. BAKER

NOTED
L. H. Young

NOTED
V. D. WOLFE

RECEIVED
NOV 19 1956
OFFICE OF
CONSTRUCTION ENGINEER

Signed John K. Hazelton Res. Engr.

Address 391 N. Central Blvd. Coquille, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.36	1.36		1.36	1.20
Miles partially completed					
Miles completed	1.36	1.36		1.36	1.20
Total estimated quantities (contract)	183,300	36,750	5,000	149 tons	8,300 tons
Total quantities corrected to date	252,283	41,030	5,090.16	76 tons	8,782 tons
Estimated quantities moved or placed to date	"	"	"	"	"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Overcast		
Monday	"		
Tuesday	Rain		
Wednesday	Overcast		
Thursday	"		
Friday	"		
Saturday	"		

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NOV 16 1956
FOR FILING
F-111 C3
4576

Salem, Oregon
November 15, 1956

Contract No. 4576
Increase in
Authorization

Mr. John R. Hagedorn
Resident Highway Engineer
Coquille, Oregon

This is to advise you that at its last meeting, the State Highway Commission approved an additional increase of $32,000.00 in project authorization on Contract No. 4576, Coquille-Sink Creek Section, in Coos County.

The new authorization for construction is $406,035.39. This amount should be used in all future reports.

Very truly yours,

S. H. Probert
Office Engineer

Writer
F. D. Morgan

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OCT 22 1956
FOR FILING

F-111 (c)

4576

October 22, 1956

Oregon State Highway Commission

Gentlemen:

It has become apparent that the completion of the Coquille-Elk Creek Section of the Coos Bay-Roseburg Highway, Contract No. 4576, as planned, is going to result in an additional overrun of project authorization of 8.66 per cent, or $32,000.

This overrun has been occasioned by continual subsidence of fill foundation requiring considerably more counterbalance and drainage work than was originally anticipated. This condition has also required additional base material to compensate for settlements occurring.

In view of the above, it is requested that you increase the project authorization for this job in the amount of $32,000.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards

LHY:jc fn

RECEIVED
FEB 8 1957
FOR FILING

file

FORM E-30X—37,500—2-56—62961
F-111 (3)

4516

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
September 13, 1956

KR 468

SUBJECT: File No. 24049
Coquille-Rink Creek Section
Coos Bay-Roseburg Highway
Coos County

To: Mr. E. F. Saling
Right of Way Office Manager
O f f i c e

Herewith I hand you duplicate executed copy of easement on the above entitled matter, together with several multilithed copies thereof, and the property file. You will note that the instrument is to be recorded and after that, it should be forwarded to Mr. Glaisyer for his agreement records. No distribution of the multilithed copies has been made by me.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. H. B. Glaisyer

REFERRED TO
BY SECRETARY

filed 2-8-57

RECEIVED
SEP 4 1956
FOR FILING

FORM E-BOX—5011—11-50—60225

F-111 (2)

457

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1956

SUBJECT: Coquille-Rink Creek
Coos Bay-Roseburg
Stations 55-62, Settlement

To:
Mr. Frank Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

Attention: L. R. Chandler

In answer to your Teletype Message No. 181 requesting a graph of estimated fill settlement on the Coquille-Rink Creek Section, Approximate Stations 55 to 62, the attached graph will indicate the magnitude of settlement and the approximate time involved.

Because of the prior failure of the foundation in certain areas through this area, and the irregularity of the depth to firm bottom, the graph shown can be in error plus a minus 30 percent.

Furthermore, the tests available for use may not be representative of the foundation soils involved, as one was taken as far as 106 feet left of the centerline, and the other at the extreme south end of the area.

Tom Edwards
Construction Engineer

TE:of

Attachment

cc to: Forrest Cooper
Ray Webber

NOTED
FORREST COOPER

RECEIVED
SEP 4 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NO. 340R-10 DIETZGEN GRAPH PAPER
10 X 10 PER INCH
EUGENE DIETZGEN CO
MADE IN U. S. A.

Oregon Hwy Highway Department
Construction Division
Soils Section
Highway - Coos Bay - Roseburg
Section - Coquille - Myrtle Pt.
Hwy - 55 - 62

ESTIMATED EMBANKMENT SETTLEMENTS

Aug 30, 1956

W.C. Hill
Soils Eng.

Source Lab # 337, 488
349, 484

Feet of Settlement

Percent of Ultimate

Probable Settlement Range

Years of Time

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FOR FILING
F-111 (3)
4576

Salem, Oregon
August 27, 1956

Contract No. 4576

George C. Baker
Resident Highway Engineer
391 N. Central
Coquille, Oregon

At its meeting on August 16, 1956, the Highway Commission approved an increase in Project Authorization of $25,000.00 on Contract No. 4576, Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway in Coos County.

The present project authorization is $374,035.19. This amount should be used in all future reports for this project.

S. H. Probert
Office Engineer

DHP:ia

cc: F. D. Morgan

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JUL 31 1956
FOR FILING
F-111 (3)
4576

July 30, 1956

Oregon State Highway Commission

Gentlemen:

On the Coquille-Fink Creek Section of the Coos Bay-Roseburg Highway, Contract No. 4576, we had quite an extensive failure in a fill foundation. In order to counterbalance and repair the failure, it was necessary to increase embankment quantities by approximately 50,000 cubic yards. This, with the increase in haul, will result in an overrun of the project authorization of $25,000, which is an overrun of 6.75 per cent.

This matter will be on the next agenda, and it is respectfully requested that you authorize additional project authorization on Contract No. 4576 in the amount of $25,000.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

WCW:hl
cc Mr. Forrest Cooper
Mr. S. H. Probert
Mr. C. H. Maison

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JUL 25 1956
FOR FILING
F-111(3)
4576

Salem, Oregon
July 18, 1956

Agenda Item 1-B-12

File 2(Ch)9 - Southern Pacific Co.
Coquille Rink Creek Section
Coos Bay-Roseburg Highway
Coos County

Mr. J. W. DeHoney
Assistant Counsel
O f f i c e

Attached hereto are two copies of an agreement with the Southern Pacific Company covering a longitudinal encroachment on the Coquille Rink Creek Section of the Coos Bay-Roseburg Highway in Coos County. These copies have been executed by the State Highway Commission and are now ready for the signatures of the proper officials of the Railroad Company.

When fully executed please return one copy to this office for the Commission's files.

Secretary

rm
Attach: 2

cc - Mr. R. L. Farber

1-B-12 C

Agenda 7/12

FORM 850—12½M—6-56—66808

AGENDA
JUL 19 1956
1-B-12

1-B-12

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 10, 1956

SUBJECT: AGENDA ITEM FOR JULY 12-13 MEETING
File 24049 - Southern Pacific Co.
Coquille Rink Creek Section
Coos Bay-Roseburg Highway
Coos County

To: Mr. H. B. Glaisyer
Secretary
O F F I C E

Please place on the next agenda the matter of securing Highway Commission approval to an agreement with the Southern Pacific Company covering a longitudinal encroachment on the Coquille Rink Creek Section. In case the Commission approves the transaction, a form of encroachment agreement is included for the Commission's execution.

R. L. PORTER
Right of Way Engineer

RLP:smj

Attach

(A)
sign 2 copies

R.E.

RECEIVED
JUL 11 1956
FOR FILING

F-111 (1)
45'16

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
July 10, 1956

W. C. WILLIAMS

SUBJECT:
File No. 24049
Southern Pacific Company
Coquille-Rink Cr. Sec.
Coos Bay-Roseburg Highway

To: Mr. R. L. Porter
Right-of-Way Engineer
Office

Herewith I hand you, with approval as to form, original and first copy of easement from Southern Pacific Company in the City of Coquille.

Please note that at the end of printed paragraph 5 there has been added the language "subject, however, to any applicable legislative enactments concerning the same." This addition was made after a telephone conversation with Mr. R. J. Lathrop, Attorney, in San Francisco, who approved the addition.

Mr. Lathrop suggested that when the instruments are returned to Southern Pacific Company, in Portland, special attention be called to the addition with the advice that it had been personally approved by him.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. W. C. Williams ✓
Mr. C. W. Enfield

RECEIVED
JUL 10 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Form No. E-373—1086—7-56

OREGON STATE HIGHWAY DEPARTMENT

F-111 (3)
4576

Report on Expected Over-run of Project Authorization

Project Name Coquille-Rink Creek Date 7/5, 1956

Highway Coos Bay-Roseburg Contract No. 4576

County Coos Kind of Work Grading & Paving Contractor Fred H. Slate Co. and E. C. Hall Co.

Contract Amount $306,278.50

Expected over-runs and under-runs in contract items:

Major items, itemized:	Quantity	Unit Price	Amount
3-Drainage Exc.			+ 8781.00
4-General Exc.			+19278.00
5-Short Overhaul			+ 5370.00
14-6"Perforated Metal Drain Pipe			+ 1428.00
			34857.00

Minor items, unitemized algebraic total .....

Subtotal ..... $ 34,857.00

Approved work orders (Price, extra work and state force orders) ..... $ 18,307.50

Expected over-runs and under-runs in work orders:

Major items, itemized:	Amount
City Water Main	+ 7500.00
Move telephone & power poles	- 3500.00

Minor items, unitemized algebraic total 0

Subtotal .....

Authorization for engineering ..... $ 4,000.00

Expected over-run or under-run of engineering authorization ..... $ 25,940.28

Costs not included above (explain) ..... $ ---

Allowance for future contingencies (_____% of work remaining) ..... $ ---

Credits to come from transfers and deductions ..... $ ---

Present estimate of project cost ..... $ 389,383.28

Brief Statement of principal causes of over-run: Failure of fill foundation between stations 50 and 65 has resulted in an increase of approximately 50,000 cubic yards of general excavation with a corresponding increase in haul. The same general area also has required the use of extensive subdrainage and of drainage excavation.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 364,785.19
Present estimate of project cost	$ 389,383.28
Expected over-run (Amount)	$ 24,598.09
Expected over-run (per cent)	6.74

Space to right of this line is for use of Salem office.

Submitted by: Geo. Baker, Resident Engineer

Confirmed by: R Rhandle, Division Engineer

Noted by: L. N. Young, Construction or Bridge Engineer

Noted by: [signature], Deputy or Assistant State Highway Engineer

State Printing 86719

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JUN 26 1956
FOR FILING

F 11-7-1
4576

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1956

SUBJECT: Coquille-Rink Creek
Coos Bay-Roseburg
Contract No. 4576

To:
Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Report No. 392381, dated June 20, 1956 showing a deficiency of 7.5 percent retained on the 1½-inch screen and 12.6 percent passing the ¼-inch screen in the 2½"-0 crushed rock stockpile. There is only 7.9 percent of the material retained on the 1½-inch screen, indicating that the sample of the stockpile might not be representative since the past samples from the plant have shown some material retained on the 2-inch screen.

Will you please instruct the resident engineer to resample the stockpile very carefully and submit the samples to the testing laberatory for analysis.

Also, will you please have him so mark these samples that it is clear they represent stockpile samples taken for confirmation purposes.

Forrest Cooper
Construction Engineer

By L. H. Young

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
JUN 25 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 25 1956
FOR FILING

FORM E-BOX—5011—11-55—80828
4576

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 21, 1956

SUBJECT: Coquille-Rink Creek
Coos Bay-Roseburg
Contract No. 4576

To:
Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Report No. 392371, dated June 19, 1956 showing a 16.9 percent deficiency in material passing the ¼-inch screen of the 2½"-0 crushed rock being produced.

Prior to this sample, the gradation of the crushed rock has been satisfactory, while the plastic fines have been excessive. The referenced report shows the plasticity index and the liquid limit improved, and satisfactory.

Will you please instruct the resident engineer to have the contractor adjust his plant operations so that the gradation meets our specifications. It is suggested that screen tests made at the plant will assist the contractor in meeting the gradation requirements.

Will you also have the resident engineer so mark the samples of improved material submitted for test that it is clear they represent corrected crushed rock.

Forrest Cooper
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
JUN 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 820—SON—2-55—62866

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Coquille Oregon
June 9, 1956

SUBJECT: Soils
Coquille-Rink Creek Section
Coos Bay- Roseburg Highway

To:
Mr Tom Edwards
Division Engineer
Oregon State Highway Department
Roseburg, Oregon

A report of foundation failure between Sta. 52 & 68 is attached. In this report Mr. Hill stated that I recommended counter balance to a width of 30 feet with a height of 4 feet at outside and 10 feet on the embankment slope. My recommendation was and is a variable width from 30 to 70 feet and height at fill slope from 6 to 12 feet, the width and height to be in relation to the planned fill height.

There is evidence of settlement under the existing highway left of Sta. 53 ± wher in the instalation of a culvert for the new roadbed it was found that old pavement over 4 feet below the existing surface, evidenced the road had settled.

There is also evidence of settlement on the existing road left of Sta. 62 to 65, and Sta. 31 to 41. I recommend counter balance be placed also on the area Sta. 31 to 41 on right.

At Sta.68 ± the ground started to move under an 8 ± foot load. This was corrected by instalation of a foundation drain (special backfill material and 6" perf. pipe) and appears to be holding.

Geo. C. Baker
Resident Engineer

Copy with Weekly Report
to Construction Engineer.

COPY

COQUILLE-RINK CREEK SECTION
COOS BAY-ROSEBURG HIGHWAY
FOUNDATION FAILURE Sta. 52-68

6/7/56
HILL

An investigation of the foundation failure between Stations 62 and 66 made today. The original boringsshowed very little organic material except holes No. 16 & 20, neither of which were close enough to the proposed center line to truly represent the soils found to exist under the embankment.

The organic soils of Hole # 16, ± 80 feet right of Station 68+00 showed a safe maximum load of 14 feet fill. This area has not failed.

The organic soils of Hole # 20, ± 100 feet right Station 52+00 showed a safe maximum load of 22 foot fill. This area shows no failure from the existing highway

An investigation of the meadow between Stations 52 & 68 by probing June 6,1956 showed organic material to a depth of from 24 to 28 feet. This condition was not uncovered in the original soil survey.

A vane test made June 7,1956 showed that at 5' - 6' depth at Hole # 4, ± 90' Rt of center line Sta. 64+59 the disturbed soil(Organic clay) would start to move under a 15 foot high embankment. The embankment moved at ± 14 foot height, and the lateral flow of soil appears to be from about this depth to ± 12 feet. The meadow beyond the 100 foot R/W line to ± 150 feet has risen ± 2 feet, displacing a recently set power pole ± 7 feet and the R/W fence ± 7 feet.

RECOMMENDATIONS-

Counter balance - The resident engineer, George Baker has suggested a counter balance 10 feet high on the embankment slope, sloping to 4 feet high at 30 feet width. This to extend from Sta. 51+50± Rt to 68+50 ± Rt. This is concurred in.
The counter balance should built as soon as possible before any further weight is added to the embankment.

Foundation Investigations - The use of hand augers and probes should be encouraged. The area involved in this problem was not thoroughly enough investigated. The vane device can give an immediate indication of whether or not failure can be expected from the planned embankment.

Water Main - This city facility should have mechanical(Dresser-type) joints, as from 4.5 - 5 feet of foundation consolidation may be expected. Concur with Baker on this.

RECEIVED
JUN 11 1956
FOR FILING
FORM E-90X—90M—11-55—90889

F-1116

4576

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1956

W. C. WILLIAMS

SUBJECT: Coquille-Rink Creek
Coos Bay-Roseburg
Contract No. 4576

To:
Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Reference is made to Laboratory Nos. 389777, 389780, 389985, dated May 24th, 25th & 28th, 1956 respectively, showing an excess of from 6 to 9 percent material passing the ½-inch screen in the 3/4"-½" crushed rock being produced.

Will you please instruct the resident engineer to tighten up on his inspection of this phase of the work. Changes made in the quarry or plant operations can produce satisfactory material.

Will you also, please instruct the resident engineer to so mark the samples of corrected materials that it is clear they represent improved crushed rock.

Forrest Cooper
Construction Engineer

By L. H. Young

L. H. Young
Ass't. Construction Engineer

LHY-WCW:ef

cc to: W. C. Williams
Ray Webber

RECEIVED
JUN 7 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 18 1956
FOR FILING
FORM E-30X—37,500—2-55—62967

F-111(3)
4576

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17, 1956

SUBJECT:

To:
Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

NOTED
W. C. WILLIAMS

The subcontract between the Fred H. Slate Company and E. C. Hall Company, and Tom Lillebo, covering Items 21 to 28 inclusive, on the Coquille-Rink Creek Contract No. 4576, Oregon F-111 (3) is approved, and you may so inform the interested parties.

Three copies of the subcontract is returned herewith for distribution.

Forrest Cooper
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:cf

cc to: W. C. Williams
C. G. Polk (2)

RECEIVED
APR 17 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 9 - 1956
FOR FILING

F-111(3)
4576

April 6, 1956

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State share of flagging costs on the Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 4576, in connection with Federal Aid Project No. F-111(3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

Encl.

DSP:ch

RECEIVED
APR 17 1956
FOR FILING

F 111 (3)
4-21

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1956

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

The subcontract between Fred H. Slate Company and E. C. Hall Company and J. C. Compton Company, covering Items 34 to 43, inclusive, on the Coquille-Rink Creek Contract No. 4576, Oregon F-111 (3) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Forrest Cooper
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: W. C. Williams
C. G. Polk (2)

RECEIVED
1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 20 1956
FOR FILING

F-111(3)
4576

March 20, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 16, 1956, on Contract No. 4576, Coquille-Rink Creek Section, in Coos County, in connection with Federal Aid Project No. F-111(3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DMP:ia

RECEIVED
MAR 19 1956
FOR FILING

F 11 6
4576

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1956

SUBJECT: Coquille-Rink Creek
Coos Bay-Roseburg Hwy.
Contract No. 4576

To:
Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Report No. 384228, dated March 13, 1956 showing that the "better material at site" has very plastic fines developed from degradation tests having LL = 47%, PI = 24%.

While the abrasion test of 18.1% and the Na_2SO_4 loss of 7.1% are within our specified limits, the manufacture of the highly plastic fines when the rock is abraded against itself indicates that a base course built from this material would, in time, become plastic. An asphaltic concrete would, undoubtedly, fail within a short time.

Unless a better rock can be obtained from the Woodward Quarry, it is suggested that it be abandoned as a prospective source of base course, asphaltic concrete or oil rock.

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
FEB 3 1956
FOR FILING

February 2, 1956

Fred H. Slate Co., Oreg. Ltd. &
E. C. Hall Co.
12012 S. W. Barbur Blvd.
Portland 19, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4576, which was awarded to you by the State Highway Commission on December 30, 1955, covering the Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
FEB 1 1956
FOR FILING

file

PACIFIC POWER & LIGHT COMPANY

PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON

F-111(3)
4576

January 30, 1956

Oregon State Highway Department
Salem
Oregon

Attention: Mr. S. H. Probert
Office Engineer

Gentlemen:

We received the three prints of Drawing No. 7B-34-11, Coquille-Rink Creek Section of the Coquille-Roseburg Highway and thank you for sending them.

Enclosed is Pacific Power & Light Company's check No. 48,016 in your favor for $6.48 to cover payment of the expense of making the prints.

Yours very truly,

Check 48016 for $6.48
to Acctg Dept. 2-1-56
76

A. H. Prael
Right of Way Agent

AHP:p
Enc.

RECEIVED
FEB 1 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 12 1956
FOR FILING

F-111(3)
4576.

December 30, 1955

Fred H. Slate Co., Ore. Ltd. &
E. C. Hall Co.
12012 S. W. Barbur Blvd.
Portland 19, Oregon

Gentlemen:

The State Highway Commission on November 4, 1955 accepted your proposal for grading and paving, also furnishing crushed material in stock pile, on the Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway in Coos County for the sum of $306,278.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4576.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm

cc: Pacific Builder & Engineer, Inc.
2418 Third Ave.
Seattle 1, Washington

Attention: Dorothy McCormack

R. G. Savage (SLAC)
Forrest Cooper
S. M. Probert

NOTED
J. Mc C.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
December 30, 1955

Fred H. Slate Co., Ore. Ltd. &
E. C. Hall Co.
12012 S. W. Barbur Blvd.
Portland 19, Oregon

Contract for grading, etc. on Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway in Coos County for which you submitted low bid on November 4, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Confirmation
Accounting (5003-900)
Files
C. W. Head

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ch

RECEIVED
DEC 30 1955
FOR FILING

F-111(3)
2-576

December 30, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway in Coos County, Project F-111(3), to the Fred H. Slate Co., Ore. Ltd., & E. C. Hall Co. of Portland, Oregon, on the basis of the bid of $306,278.50 submitted on November 4, 1955.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Prebert
Office Engineer

SHP:ch

RECEIVED
JAN 3 1956
FOR FILING

F-111(2)
4576

B

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 30, 1955

SUBJECT: Coquille-Rink Creek Section
Coos Bay-Roseburg Highway
Coos County

To: Mr. W. C. Williams
Deputy State Highway Engineer
O F F I C E

W. C. WILLIAMS

All condemnation complaints have now been filed on this project and as far as this department is concerned, the contract may be awarded.

R. L. PORTER
Right of Way Engineer

RLP/fn

RECEIVED
JAN 1956
OFFICE OF
ENGINEER

RECEIVED
JAN 4 1956
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

F-111(3)
4576

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

December 30, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in yourletter of today advising that all rights of entry have been acquired for Oregon Project F-111 (3), Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway, we hereby concur as of this date in award of contract No. 4576 to Fred H. Slate, Oregon Ltd. and E. C. Hall Co., of Portland, Oregon, low bidder in the amount of $306,278.50 at the November 4 1955 bid opening.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
JAN 3 1956
STATE

RECEIVED
JAN 12 1956
FOR FILING

F-111(3)

4576

6170

Salem, Oregon
December 29, 1955

Agenda Item 4-a

Mr. John W. Cattrall
City & County Relations Dept.
Office

MISC. CONTRACTS and AGREEMENTS No. 1266

Attached is a conformed copy of a revised agreement with the City of Coquille covering the Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway within the city of Coquille.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Coquille, Oregon.

H. B. Glaisyer
Secretary

rm
Attach: 1

REFERRED TO
BY SECRETARY

FORM E30—50M—10-54—79486

AGENDA
DEC 19 1955
4-5

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 12, 1955

SUBJECT: Assignment #6170
Coquille-Rink Creek Section
City of Coquille

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of a revised agreement covering the Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway. This agreement covers the portion of the project within the city of Coquille.

Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

This completes Assignment No. 6170.

John D. Graham

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

2 copies to original
2 copies to accompany

Bids were received for construction of this project on Nov. 4, 1955. Contract as of Dec 13 has not been awarded.

RECEIVED
DEC 19 1955
OFFICE OF
STATE HIGHWAY ENGINEER

(A)

2 copies to original

MAP

S+C

ASSIGNMENT

Date: October 28, 1955 No. 6170 By Irene

Description: Letter of Oct. 26 by John McLean attaching ten copies of agreement between Highway Commission and the City of Coquille covering proposed Coquille-Rink Creek project on the Coos Bay-Roseburg Primary Highway.

Acknowledged by____ Referred to Cattrall

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks: You already have two copies.

PLEASE RETURN TO W. C. WILLIAMS

Executed 10-28-55 Report Received_____

HIGHWAY DEPARTMENT

IENT CORRESPONDENCE

m, Oregon
26, 1955

SUBJECT:

Engineer

NOTED W. C. WILLIAMS

your request dated October 18,
nd are forwarding to you ten
ement between the Highway Com-
Coquille covering the proposed
ect on the Coos Bay-Roseburg State

have been covered in the attach-
request, and we trust that you
factory.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By John C McLean
JOHN C. McLEAN
Assistant Attorney

JCMcL:FRC

PLEASE RETURN TO W. C. WILLIAMS

OCT 31 1955

FORM 630—80M—2-55—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Oct. 26, 1955

SUBJECT:

To: Mr. G. S. Paxson
Assistant State Highway Engineer
O f f i c e

Dear Mr. Paxson:

NOTED
W. C. WILLIAMS

In accordance with your request dated October 18, 1955, we have prepared and are forwarding to you ten copies of a form of agreement between the Highway Commission and the City of Coquille covering the proposed Coquille-Rink Creek project on the Coos Bay-Roseburg State Primary Highway No. 35.

All salient points have been covered in the attached agreement as per your request, and we trust that you will find the same satisfactory.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By John C McLean
JOHN C. McLEAN
Assistant Attorney

JCMcL:FRC

PLEASE RETURN TO
W. C. WILLIAMS

OCT 31 1955

RECEIVED
DEC 30 1955
FOR FILING
F-111(3)
H576

December 29, 1955

Mr. H. H. Crim, City Recorder
City Hall
Coquille, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of a revised agreement between the State Highway Commission and the City of Coquille covering the Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway within the city of Coquille.

VVery truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc.

December 22, 1955

Mr. I. M. Huddleston
City Engineer
City Hall
Coquille, Oregon

Dear Sir:

On the signed copies of the encroachment resolution covering the Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway the Highway No. 42 was written in ink on the agreement. This is not the highway number but is the Oregon Route Number. The number assigned by the Highway Commission for use by the highway department is No. 35. We have made this correction on our copies of the resolution and now ask that you correct your copy.

Thank you for your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

Form cc-11 (1954) OREGON PROJECT NO. F-111(3)

R E S O L U T I O N

WHEREAS, State Highway No. 42 (35) of the State of Oregon, known as the Coos Bay-Roseburg Highway, is routed through the City of Coquille, Coos County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit:

Beginning at Highway Engineer's Survey Station 10+20 and extending in a southerly direction along the Coos Bay-Roseburg Highway to the southerly city boundary of Coquille.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said highway until and unless the said City of Coquille will guarantee by resolution officially adopted by the City Council of said city that no encroachments will be permitted upon the right of way of said highway within the corporate limits of said city which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said city; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of Coquille, Coos County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by State Highway No 35 (42) of the State of Oregon, known as the Coos Bay-Roseburg Highway, which will permanently or unduly interfere with the free and convenient flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said city, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the Common Council of the City of Coquille, Coos County, Oregon, this 7th day of November, 1955.

ATTEST: [signature] City Recorder

[signature] Mayor

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Salem, Oregon
December 12, 1955

Assignment #6170
Coquille-Rink Creek Section
City of Coquille

Mr. W. C. Williams
O F F I C E

NOTED
J. F. HAGEMANN

Attached are three copies of a revised agreement covering the Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway. This agreement covers the portion of the project within the city of Coquille.

Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

This completes Assignment No. 6170.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

Certified a true copy:
City Recorder for the City
of Coquille, Oregon
Coquille, Oregon
12-9-55

ORDINANCE NO. 300

12-7-55

AN ORDINANCE to provide for an agreement between the City of Coquille and the State of Oregon, by and through its State Highway Commission, pertaining to traffic routing and parking on certain streets in the City of Coquille, and grade changes and utility changes and other matters relating to the reconstruction and widening of the Coquille-Rink Creek section of the Coos Bay-Roseburg Highway, and declaring an emergency.

THE PEOPLE OF THE CITY OF COQUILLE DO ORDAIN AS FOLLOWS:

Section 1. That the Mayor and the City Recorder be, and they hereby are, authorized and directed to execute on behalf of the City of Coquille, an agreement with the State of Oregon, by and through its State Highway Commission, containing substantially the terms, conditions and provisions as set forth in the agreement marked "Exhibit 1", containing 6 typewritten pages, together with exhibits "A" and "B" attached thereto, all of which is attached to this Ordinance and hereby referred to, and by such reference made a part of this Ordinance as fully as if set forth at length herein subsequent to the enacting clause hereof.

Section 2. Whereas it is necessary that the agreement referred to in Section 1 of this Ordinance be executed immediately in order that the State Highway Commission be able to proceed at this time with con tracts tentatively let for the reconstruction and widening of the Coquille-Rink Creek section of the Coos Bay-Roseburg Highway, an emergency is deemed to exist.

Section 3. For the reason set forth in the preceeding section

Coquille and the State of Oregon, by [illegible] pertaining to traffic routing and parking on certain streets in the City of Coquille, and grade changes and utility changes and other matters relating to the reconstruction and widening of the Coquille-Rink Creek section of the Coos Bay-Roseburg Highway, and declaring an emergency.

THE PEOPLE OF THE CITY OF COQUILLE DO ORDAIN AS FOLLOWS:

Section 1. That the Mayor and the City Recorder be, and they hereby are, authorized and directed to execute on behalf of the City of Coquille, an agreement with the State of Oregon, by and through its State Highway Commission, containing substantially the terms, conditions and provisions as set forth in the agreement marked "Exhibit 1", containing 6 typewritten pages, together with exhibits "A" and "B" attached thereto, all of which is attached to this Ordinance and hereby referred to, and by such reference made a part of this Ordinance as fully as if set forth at length herein subsequent to the enacting clause hereof.

Section 2. Whereas it is necessary that the agreement referred to in Section 1 of this Ordinance be executed immediately in order that the State Highway Commission be able to proceed at this time with con tracts tentatively let for the reconstruction and widening of the Coquille-Rink Creek section of the Coos Bay-Roseburg Highway, an emergency is deemed to exist.

Section 3. For the reason set forth in the preceeding section of this Ordinance an emergency is hereby declared to exist, and it is declared necessary for the immediate preservation of the peace, health and safety of the people of the City of Coquille that this Ordinance go into effect at once, and this Ordinance shall become immediately effective and in full force upon its adoption by the affirmative vote of three-fourths of the members of the Common Council of the City of Coquille, and its approval by the Mayor thereof.

The foregoing Ordinance was duly adopted by the affirmative vote of more than three-fourths of the members of the Common Council of the City of Coquille, taken by ayes and nays, this 9th day of December, 1955.

Attest: 1s1 H. N. Grim
City Recorder

The foregoing Ordinance is hereby approved by me this 9th day

of December, 1955.

Geo F. Bruce

Mayor

GEORGE F. BURR, Mayor

H. N. CRIM, Recorder, Treasurer, Municipal Judge

THE CITY of COQUILLE

COOS COUNTY SEAT

COQUILLE, OREGON

I. M. HUDDLESTON, City Engineer
TALLANT GREENOUGH, City Attorney
HOWARD R. MARSH, Chief of Police

Councilmen

R. G. CREAGER — R. D. MASON
L. T. DeGROAT — GRANT VAN DOREN
WILFERD LAIRD — DR. P. T. WOLFE

December 9, 1955

Mr. John W. Cattrall
State Highway Dept.
Salem, Oregon

Dear Sir:

Enclosed you will find two blue-backed copies of the agreement between the City of Coquille and the State of Oregon which have been executed on behalf of the City of Coquille by the Mayor and the Recorder and also a certified copy of our Ordinance No. 300 authorizing the execution. Also enclosed are the five copies requested of the encroachment resolution as requested by your office.

I have been asked by the City Engineer if when you return our copy of the agreement you could send along a blue-backed copy for his files and reference.

Yours very truly,

CITY OF COQUILLE

H.N. Crim, Recorder

REC'D
DEC 12 1955

December 7, 1955

Mr. I. M. Huddleston
City Engineer
Coquille, Oregon

Dear Sir:

Enclosed are two bluebacked copies of a revised agreement in connection with the Coquille-Rink Creek section of the Coos Bay-Roseburg Highway and three additional copies of the agreement to be used by the city in preparing the necessary ordinances or resolutions required under the terms of the agreement.

Our Legal Division informs us that it is necessary for the City Council to pass an ordinance or resolution authorizing the Mayor and Recorder to enter into the agreement. The ordinance or resolution should be made a part of the agreement and attached thereto.

With reference to the encroachment resolution, the resolution and the provisions in the agreement cover the encroachment upon state right-of-way of the completed project. The resolution does not cover encroachment of the state upon the railroad right-of-way which is a matter between the state and the railroad company.

It would be appreciated if the signed copies of the two bluebacked agreements and five copies of the encroachment resolution can be mailed so as to arrive in Salem by December 13, 1955.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm
Encl.

FORM 830—50M—10-54—79488

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 5, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

Attached hereto you will find eight blue-backed copies of the revised agreement with the City of Coquille. Additional copies, not blue-backed, are attached for your convenience, and more can be obtained if you desire them.

I wish to call your attention to the fact that the "standard provision" whereby the city consents to reimburse the state for all change of grade damages has been omitted, at the request of the County and City Relations Section. The new provisions respecting payment for costs of relocating utility lines provide, in effect, that the city moves lines owned by it, and the state reimburses; the city requires those utilities under franchise from it to move their lines without cost to the city or state; and the state takes care of moving any other utilities.

John C. McLean

JOHN C. McLEAN
Assistant Attorney

JCMc:aj
Encl.

FORM E-30R—60,000—10-54—78494

NOTED
J. W. CATTRALL

RECEIVED
NOV 28 1955

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 25, 1955

NOTED
J. F. HACKLEMAN

NOTED
Harold C. Ayers

SUBJECT: Coquille Agreement
One-Way Streets Improvement
Coquille-Coos Bay Highway

To: MEMO TO FILE

The writer and D. W. Schoppert of the Traffic Division, contacted Mike Huddleston, City Engineer, Mayor Burr, two Councilmen and the Chief of Police. From 3:00 P.M. Monday, November 21, to 5:30 P.M., conversation revolved around Mr. Glensly's meeting with the group the previous week, subsequent conferences between Mr. Baldock, Williams, Glensly, etc., and returning to the City their proposed plan of improvement with one modification; namely, that Second Street would be one-way westbound between Adams and Central Boulevard.

In presenting this to the City it was presumed that everything would proceed smoothly, but for some unknown reason, a minor objection crept into the discussion and there was some question as to whether the Highway Department had properly analyzed the City's request. At the conclusion of the discussion, it was found that the Mayor's plan was not in accordance with four other members of the Council. They preferred the plan which we had modified and were recommending to the City.

There was one point of change in the plan that we presented, and that is that the City requested that we retain on the State Highway System that portion of Central Boulevard from Second Street to Main Street. We had previously let this revert to City Street status. The writer said that he would make such a request of his superiors feeling that in all probability they would allow the addition of it to the State Highway System.

The Mayor requested permission from the State to use right-of-way recently acquired by the Highway Department east of Adams Street off of a projection of Main Street for purposes of off-street parking. He was advised that this matter would be referred to the Division Engineer who would contact him.

One other point that the City Attorney brought up was in respect to an easement granted to the Southern Pacific Company and the language of one of the recitals in the Agreement. In this direction, Mr. Huddleston was advised to communicate direct to Mr. Cattrall and iron out this provision.

The writer and Mr. Schoppert left Coquille at 5:30 P.M. with the understanding that Mr. Huddleston would call either Mr. Crandall or Cattrall and advise them of the results of the Council Meeting on Tuesday, November 21. At that time, Mr. Crandall, or Mr. Cattrall, or both, would proceed with the drawing of the final Agreement and see that it is processed and returned to the City in time for execution. It is our understanding that at the Council Meeting on Monday there would be a four to one vote in favor of the proposal that the State Highway Department is recommending back to the City.

cc - W. C. Williams
John Cattrall
Tom Edwards

J. Al. Head
Assistant Traffic Engineer

RECEIVED
NOV 25 1955
FOR FILING

F. 111(3)
4576

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 23, 1955

NOTED
W. C. WILLIAMS

SUBJECT:

To: Mr. Forrest Cooper
Construction Engineer

As part of the Coquille-Rink Creek project we are relocating certain catch basins at the intersection of Main Street and Adams Street.

Mr. Huddleston, Coquille City Engineer, has informed me that the relocated catch basins as shown on the plans are connected to a manhole which is a part of the sanitary sewer system. He further stated that nearby is a manhole which is a part of the storm sewer system and that it was possible to make connection to it. I have no information as to the exact location of the latter manhole.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JWC:mm
cc: W. C. Williams

RECEIVED
STATE OF
ENGINEER

RECEIVED
OCT 31 1955
FOR FILING

Coast
R/W
Coos Bay-Roseburg

October 27, 1955

Oregon State Highway Commission

Gentlemen:

While we are calling for bids on the Coquille-Sink Creek Section of the Coos Bay-Roseburg Highway at the forthcoming meeting, we have deferred asking for survey approval due to the absence of Mr. Chandler.

I attach hereto a sketch map indicating the realignment between Coquille and Sink Creek, more specifically between Engineer's Station 180+80 and 97+00.

This matter will be on the agenda, and I recommend your approval of the survey as indicated.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. W. C. Smith
Mr. R. L. Porter

WCW:ms 1g

UILLE

T.27S.
T.28S.

6

BEGINNING OF SURVEY
STA. 10+20

Relocated Highway

7

Rink

END OF SURVEY
STA. 97+08

To Roseburg

Cr. Co.

Sou. Pac.

R. 12 W.
R. 13 W.

42

ORE.

Existing Highway

River

12

U S 101
COAST HIGHWAY

Corp. Lis 1

OREGON

To Coos Bay

Coquille

U S 101

To Bandon

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 10-26-55

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

COQUILLE - RINK CR. SECTION

COOS BAY - ROSEBURG HIGHWAY

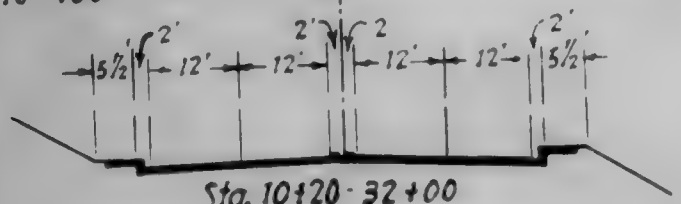
COOS COUNTY

Scale: 1" = 2000' Sept., 1955

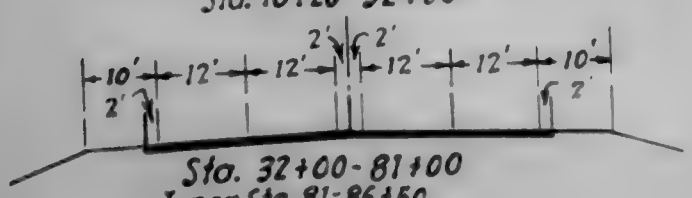
DRG. NO. 1R-5-794

70'-100' ℄ 55'-100'

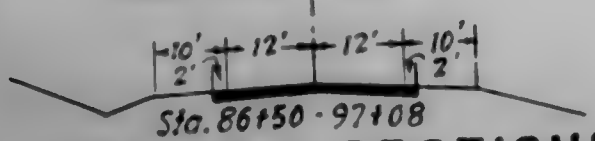
R/W Line



Sta. 10+20 - 32+00

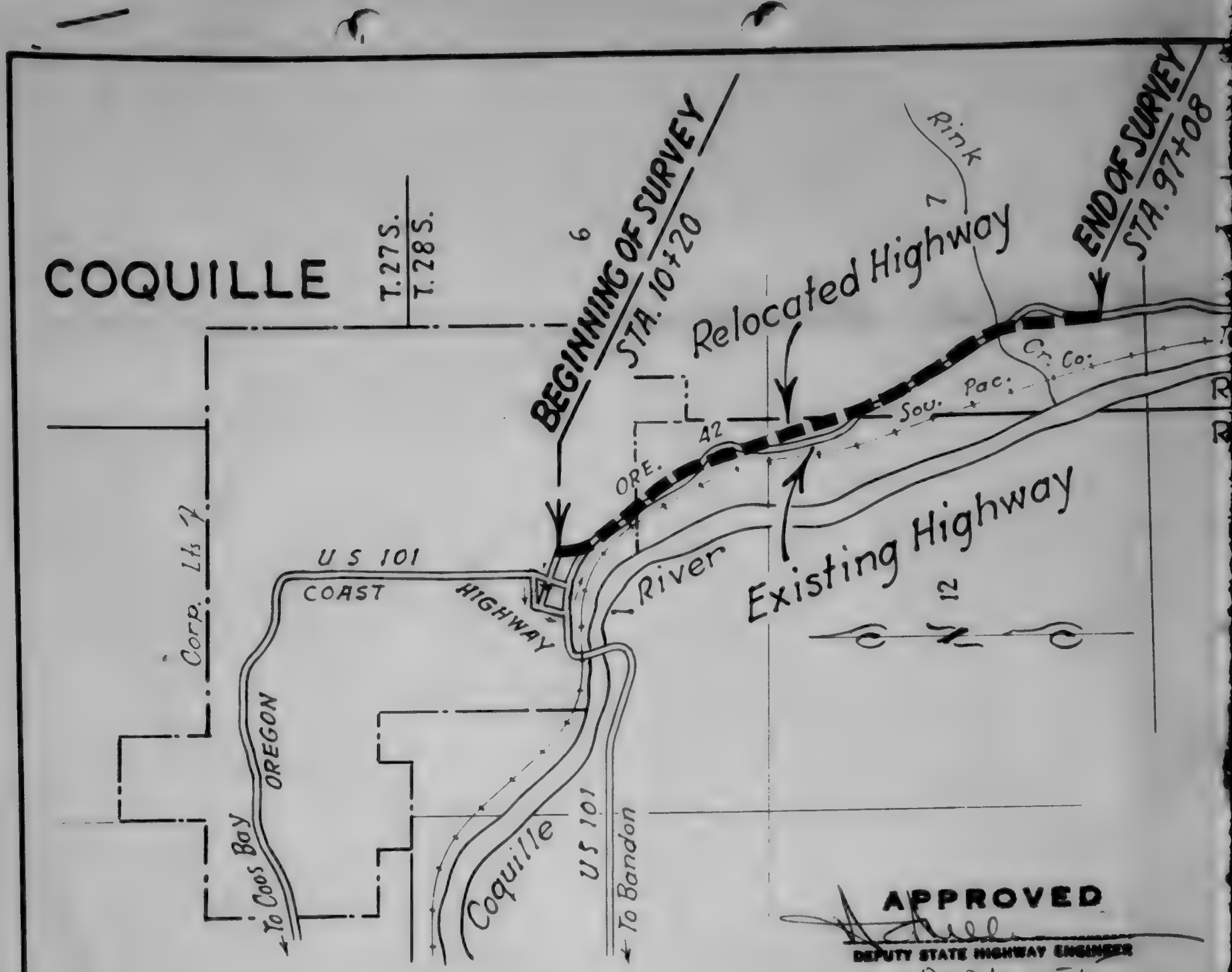


Sta. 32+00 - 81+00
Taper, Sta. 81 - 86+50



Sta. 86+50 - 97+08

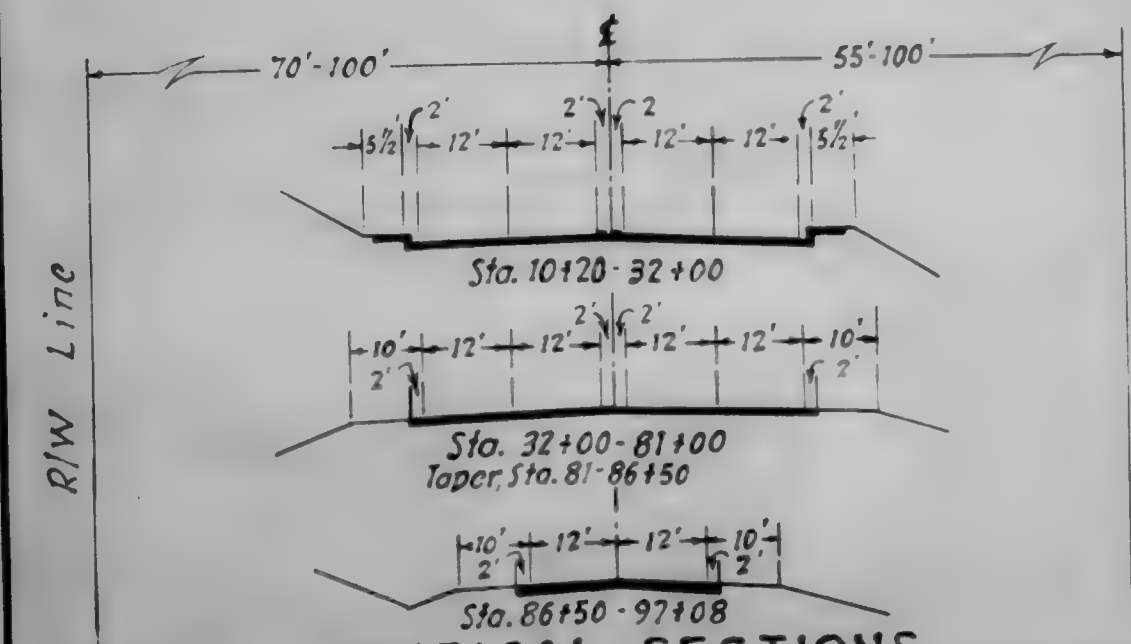
TYPICAL SECTIONS



APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 10-26-53



TYPICAL SECTIONS

OREGON STATE HIGHWAY DEPA

Survey Approval Map

COQUILLE - RINK CR. S

COOS BAY - ROSEBURG HI

COOS COUNTY

Scale: 1" = 2000' Sep

DRG. NO. 1R-5-794

RECEIVED
OCT 26 1955
FOR FILING

Const
RW
Con Eng - Files

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 25, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith seven copies of a sketch map of the Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway, for use in securing Commission approval of the survey.

This is a 1957 FAS Secondary Project scheduled for contracting at the November letting, and for which was allocated $350,000.00.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

RECEIVED
NOV 3 1955
FOR FILING

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

F-111-1
08-35 1212

409 STATE HIGHWAY BLDG.
SALEM, OREGON

October 18, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved PS&E documents for Oregon Project F-111(3), Coquille-Rink Creek Section of the Coos Bay-Roseburg Highway. This is your authority to advertise for bids.

It is noted that preliminary tests of the material in the quarry at Mile Point 4.53 indicate this material to be of doubtful quality. Our approval is with the understanding that only material meeting the specifications will be used.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry, and railroad easement, have been acquired.

Please forward copies of a resolution from the Coquille City Council covering construction within the city limits.

Very truly yours,

C. G. Polk

C. G. Polk
District Engineer

Copy sent to Cooper

RECEIVED
OCT 26 1955
OREGON
STATE HIGHWAY COMMISSION

FORM E30—SOM—10-54—79458

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
OCT 18 1955

Salem, Oregon
October 18, 1955

SUBJECT:

To: Mr. C. W. Enfield
Chief Counsel

It is requested that an agreement be prepared for execution by the Highway Commission and the City of Coquille covering the proposed Coquille-Rink Creek project on the Coos Bay-Roseburg State Primary Highway No. 35. The proposed project begins at Highway Engineer's Survey Station 10+20 within the city of Coquille and extends in a southerly direction to Highway Engineer's Station 82+00. The project will consist of grading, surfacing, and paving so as to provide a four-lane facility.

THINGS TO BE DONE BY STATE

(1) State shall prepare the plans, let the contract, and supervise construction of the project. A set of plans marked Exhibit "B" is attached.

(2) State shall designate the following streets or portions thereof as routes of the state highway system (See Exhibit "A."):

(A) Oregon Coast Highway

(a) Central Boulevard between the north city limits of Coquille and Main Street.

(b) Main Street between Adams Street and the south city limits of Coquille.

(c) Adams Street between Main Street and Third Street.

(d) Third Street between Adams Street and Central Boulevard.

(e) First Street between Adams Street and Central Boulevard.

(B) Coos Bay-Roseburg Highway

(a) Adams Street between Main Street and the south city limits of Coquille.

(3) State will maintain above mentioned routes.

(4) State shall reimburse the City for the costs in the performance of the work specified in paragraph 2 under THINGS TO BE DONE BY CITY. ~~Each~~ that state ~~city~~ will include 4.50" ... will reimburse city out of

THINGS TO BE DONE BY CITY

(1) Standard clause covering franchised utilities.

(2) City shall ~~with its own forces~~ move and relocate, the 10-inch and the 12-inch water pipes located at approximately Station 60+00 and relay both pipes in a 30" corrugated metal pipe. City shall also reconstruct valve box and move the pipe and other appurtenances at approximately Station 25+85. The City shall not charge the State for the cost of any new pipe used in the relocation or for the cost of any new water mains or sanitary sewers. The City so it may be reimbursed for such costs shall submit to State three (3) copies of an itemized statement, together with the billing for the costs and disbursements made.

(3) Standard grade change clauses.

(4) City shall enact, enforce, and keep in effect, so long as a state highway is routed over the hereinafter designated streets, the necessary ordinances or resolutions designating and establishing as one-way traffic streets the following (See Exhibit "A."):

(a) Central Boulevard: Southbound between Third Street and Main Street.

(b) Adams Street: Northbound between Main Street and Third Street.

(c) Main Street: Eastbound between Central Boulevard and Adams Street.

(d) First Street: Westbound between Adams Street and Birch Street.

(e) Second Street: Eastbound between Central Boulevard and Adams Street.

(f) Third Street: Westbound between Adams Street and Central Boulevard.

(5) City shall establish through streets as follows:

(a) Central Boulevard between the north city limits of Coquille and Main Street (except at the intersection of Central Boulevard with Third Street, the right turn from east to north may be made without stopping).

(b) Adams Street between the south city limits of Coquille and the north line of Third Street (except that traffic entering Adams Street from Main Street shall not be required to stop).

(c) Main Street and the approach to the Coquille River Bridge between the west line of Adams Street and the south city limits of

Coquille (except that traffic entering Main Street from Central Boulevard and turning right from north to west shall not be required to stop).

(6) Standard clause covering permitting parallel parking only.

(7) City shall continue to force existing ordinances or enact ordinances prohibiting parking at all times on the following sections:

(a) On the north side of Main Street between Central Boulevard and the street to the Coquille River Bridge.

(b) On both sides of Adams Street between the most southerly property line of First Street and the south city limits of Coquille.

(c) On the north side of Main Street between the west property line of Adams Street and a point 50 feet west thereof.

(d) On the east side of Adams Street between the south property line of Third Street and a point 50 feet south thereof.

(e) On the north side of Third Street between the west property line of Adams Street and a point 50 feet west thereof.

(f) On both sides of Central Boulevard between the north property line of Fourth Street and the north city limits of Coquille.

(8) City shall, upon completion of the project, assume maintenance of the following streets:

(a) Second Street between Central Boulevard and Birch Street.

(b) First Street between Birch and Central Boulevard.

(c) Birch Street between Second Street and Main Street.

Please prepare eight copies of the agreement in addition to any required by the Legal Division.

Attached is a map of Coquille marked Exhibit "A" and also one set of plans marked Exhibit "B." Additional exhibits will be furnished by the County and City Relations Division.

~~W. C. Williams~~
~~Deputy~~ State Highway Engineer
Asst.

JWC:mm
Att.

cc: J. W. Cattrall
F. B. Crandall

FORM E-30X 37½ 9-54 78730

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 17, 1955

SUBJECT: Traffic Plan
State Highways
Coquille

To: Mr. J.W. Cattrall
County and City Relations Engineer
Office

In connection with the widening of the Coos Bay-Roseburg Highway in the southerly part of Coquille and the re-routing of the Oregon Coast Highway, I offer the following material to be included in the State-City agreement.

1. The following streets will be in the State highway system:

   a. Oregon Coast Highway

      1. Central Boulevard between the north city limits of Coquille and Main Street.

      2. Main Street between Adams Street and the south city limits of Coquille.

      3. Adams Street between Main Street and Third Street.

      4. Third Street between Adams Street and Central Boulevard.

      5. First Street between Adams Street and Central Boulevard.

   b. Coos Bay-Roseburg Highway

      1. Adams Street between Main Street and the south city limits of Coquille.

2. The following streets shall carry one-way traffic only

   a. Central Boulevard - Southbound between Third Street and Main Street.

   b. Adams Street - Northbound between Main Street and Third Street.

   c. Main Street - Eastbound between Central Boulevard and Adams Street.

   d. First Street - Westbound between Adams Street and Birch Street.

   e. Second Street - Eastbound between Central Boulevard and Adams Street.

f. Third Street - Westbound between Adams Street and Central Boulevard.

3. The City shall establish through streets as follows:

a. Central Boulevard between the north city limits of Coquille and Main Street (except at the intersection of Central Boulevard with Third Street, the right turn from east to north may be made without stopping).

b. Adams Street between the south city limits of Coquille and the north line of Third Street (except that traffic entering Adams Street from Main Street shall not be required to stop).

c. Main Street and the approach to the Coquille River Bridge between the west line of Adams Street and the south city limits of Coquille (except that traffic entering Main Street from Central Boulevard and turning right from north to west shall not be required to stop).

4. The City shall continue to force existing ordinances or enact ordinances prohibiting parking at all times on the following sections:

a. On the north side of Main Street between Central Boulevard and the street to the Coquille River Bridge.

b. On both sides of Adams Street between the most southerly property line of First Street and the south city limits of Coquille.

c. On the north side of Main Street between the west property line of Adams Street and a point 50 feet west thereof.

d. On the east side of Adams Street between the south property line of Third Street and a point 50 feet south thereof.

e. On the north side of Third Street between the west property line of Adams Street and a point 50 feet west thereof.

f. On both sides of Central Boulevard between the north property line of Fourth Street and the north city limits of Coquille.

The construction plans for the widening project have been changed by the addition of a small island at the intersection of Adams Street and Main Street. This has been shown on your copy of the plans which are attached.

For F. B. Crandall
Traffic Engineer

VJ:imf/ag
Attachments

FORM E-125 50M REVISED 2-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
J. W. CATTRALL

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

September 28, 1955

IN REPLY PLEASE REFER TO

NOTED
Harold C. Ayers

Mr. George E. Burr, Mayor
City of Coquille
Coquille, Oregon

Dear Mayor Burr:

I wish to acknowledge and thank you for your letter of September 26, 1955 advising that the Common Council of the City of Coquille unanimously passed a motion that the City of Coquille does not wish to remonstrate against the proposed change of Highway No. 42 as planned by the Highway Commission and as outlined in my letter to you, dated September 21, 1955. You request that the property owners effected by the change of the route be notified as early as possible in order that they may have sufficient time to make provision for moving their homes or businesses is noted.

I will bring your letter to the attention of the State Highway Engineer and the Commission's Chief Counsel for their information.

Respectfully yours,

H B Glaisyer

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: R. H. Baldock
W. C. Williams
G. S. Paxson
C. W. Enfield
J. W. Cattrall

RECEIVED
SEP 29 1955
PUBLIC RELATIONS

Geo. F. Burr, Mayor

Councilmen:
R. G. Creager
Wilferd Laird
L. T. DeGroat
R. B. Mason
Grant VanDoren
Dr. P. T. Wolfe

CITY OF COQUILLE
OREGON

I. M. Huddleston
City Engineer
H. N. Crim
Recorder, Treasurer
Municipal Judge
G. W. McMullen
Chief of Police
Tallant Greenough
City Attorney

September 26, 1955

Mr. H.B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Re: Proposed change of Coos Bay
Roseburg Highway

Dear Sir:

At a meeting of the Common Council of the City of Coquille, held at noon, Sept. 26, 1955, a motion was presented and passed unanimously that the City of Coquille does not wish to remonstrate against the proposed change of Highway 42 as outlined.

We do respectfully request that the propertyholders effected by the changing of the route be notified as early as possible so that they may have sufficient time to make provisions for moving their homes or business as the case may be, without undue hardships.

Please be assured that the City of Coquille and its officers will assist your department in any way possible.

Yours very truly,

CITY OF COQUILLE

Geo F Burr

Geo. F. Burr, Mayor

GFB:hnc

RECEIVED
SEP 27 1955
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

FORM S-123 9M REVISED 3-55

NOTED
Harold C. Ayers

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

September 21, 1955

Mr. George F. Burr, Mayor
City Hall
Coquille, Oregon

NOTED
J. F. HALEMANN
SEP 22 1955

Dear Sir:

The Oregon State Highway Commission plans to acquire rights of way for and revise the present Coos Bay-Roseburg Highway extending from the junction of Main Street and Adams Street southeasterly to and beyond the city limits of Coquille.

On the attached sketch map the general location of the realignment is shown in red and those portions of the present Coos Bay Highway which do not coincide therewith are shown in green. This notice is given in conformance with Chapter 447, Oregon Laws of 1955.

Very truly yours,

H B Glaisyer

Secretary
OREGON STATE HIGHWAY COMMISSION

Attachment

cc Mr. W. C. Williams
Mr. C. W. Enfield
Mr. J. W. Cattrall

S-220(7) Sublimity Sym Club-Stout Cr. 1955
Sec. of the N. Santiam Hwy.
4577

S-220(7) Sublimity Gun Club-Stout Cr. 1955
Sec. of the N. Santiam Hwy.

#4577

RECEIVED
JAN 15 1958
FOR FILING

FORM E-60X—50M—11-58—30276
L 320 (7)
4571

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 14, 1958

SUBJECT: Roadside Improvement
Sublimity Gun Club-Stout Cr. Sec.
North Santiam Highway

To: Mr. S. H. Prebert
Staff Assistant
B u i l d i n g

We have a contract authorization of $6750 for seeding and planting on the subject job. An Order for State Force Work for $1400 has been approved against this amount. No expenditures have been made and none are anticipated on this order.

It is planned now to complete a roadside improvement project by contract at the Stayton-Sublimity Interchange to include additional work of regrading and shaping, and for cultivation, seeding and planting. Therefore it is requested that the existing Order for State Force Work in the amount of $1400 be cancelled and the total of $6750 be scheduled for a roadside improvement contract to be let in February.

Mark H. Astrup

Mark H. Astrup
Landscape Engineer

MHA vjl

cc Mr. Forrest Cooper
Mr. J. D. Walker

RECEIVED
JAN 14 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 1 [illegible]
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

RECEIVED
OCT 11 1957
FOR FILING

L-220(7)
457)

October 10, 1957

Mr. Edmund Silbernagel
Route 1, Box 110
Stayton, Oregon

Dear Sir:

In reply to your letter of September 26, we have had an investigation made concerning the farm crossing on your property by Resident Engineer Kenneth Bartel, who has called on you and assured you that the matter would be corrected.

We thank you for bringing this matter to our attention and will see that it is taken care of in the near future.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. J. D. Walker
Mr. Kenneth Bartel

(Construction) fn

ASSIGNMENT For

Date: October 1, 1957 No. 543 By FC

Description: Letter of Sept. 26 from Edmund Silbernagel, of Stayton, regarding their crossing on new highway near Stayton, which is unsatisfactory

Acknowledged by____ Referred to Edwards

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks: Please take appropriate action. Prepare rough draft of reply.

FC

PLEASE RETURN TO
FORREST COOPER

Executed 10-9-57 Report Received_____

me

Rt. 1 Box 110
Stayton Oregon
26 September 57

on.

PLEASE RETURN TO
FORREST COOPER

s we will be given a crossing--our
he to highway line---

s been graveled but apparently no
ar attention--

winter, when we do most of our

not extend to the highway line by
ps at least ten feet of reaching the
le is not the line, but it permits;
be outside the fence while still runnig

but I will also call to you attention
being pastured on the south side of
of gates at all times.

Thank you

Edmund Silbernagel

Edmund Silbernagel

RECEIVED
SEP 30 1957
OREGON
STATE HIGHWAY COMMISSION

Rt. 1 Box 110

Stayton Oregon

20 September 57

PLEASE RETURN TO
FORREST COOPER

Re: North Santiam Highway-new section.

Gentlemen:

Our contract with you indicates we will be given a crossing--our land was severed--from highway line to highway line---

Presently a portion of this has been graveled but apparently no more is being done thus we call your attention--

This crossing is impassable in winter, when we do most of our crossing--

On the North the gravels does not extend to the highway line by approx ten feet-on the south it lacks at least ten feet of reaching the gate; FURTHER: on the South, the gate is not the line, but it permits; with your permission; the creek to be outside the fence while still running on highway property.

I doubt that it is necessary but I will also call to you attention the fact that cattle and sheep are being pastured on the south side of the road necessitating the closure of gates at all times.

Thank you

Edmund Silbernagel

Edmund Silbernagel

RECEIVED
SEP 30 1957
OREGON
STATE HIGHWAY COMMISSION

Contract 4577

RECEIVED
SEP 24 1957
9-90
HIGHWAY ENGINEERING

Monthly transaction number	For [illegible]-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	[illegible]te Oregon
Project report number (1)(50)(7)	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Marion
4577		Project number S-220(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 20, 19 56, is hereby modified as follows:

Revised estimated total cost of project $ 317,254.16

Revised Federal funds $ 196,602.00

Other revisions - None.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23rd day of September, 19 57.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas. H. Raymond

Chairman, State Highway Commission
(Title)

By W. F. McLaren

Member, State Highway Commission
(Title)

By [illegible]

Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. H. Lock
Division Engineer

[illegible]MENDED FOR APPROVAL:

[illegible]
STATE HIGHWAY ENGINEER

USComm-DC 11170

Contract 4577 CPR 8 2048

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Marion
Project No. S-220(7)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 20th day of June, 19 56 by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 18th day of October, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 9.22± miles of grading, drainage, and bridge construction (Character of work)

between F.A. Rte. 3 in Salem and F.A. Rte. 37 (Control points)

consisting of 9.188 miles of roadway and two (Number) bridges totaling 0.036 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of one hundred eighty eight thousand and 00/100 dollars ($ 188,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is three hundred thirteen thousand, six hundred seventy eight and 75/100 dollars ($ 313,678.75).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title)

By _____

Member, State Highway Commission
(Title)

By _____

Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

_____
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By _____

Division Engineer, Bureau of Public Roads

—33205

RECEIVED
JUN 1 -
OREGON

Oregon State Highway Department

Federal Aid Secondary
Project No. S-220(7)

SUBLIMITY ORE CLUB-STOUT CREEK SECTION OF THE NORTH SANTIAM HIGHWAY IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 12, 1956

Type Code 0010
Roadway (Sta. 695+15 thru Kms. 1122+48.87-266+33.65 to Sta. 126+00)(Contract No. 4577)

All Required				
	Clearing and Grubbing			$ 23,000.00
3,200 cu.yds.	Drainage Excavation, Unclassified		2.00	6,400.00
418,000 cu.yds.	General Excavation, Unclassified		0.20	83,600.00
1,100,000 yd. sta.	Short Overhaul		0.01	11,000.00
7,000 C-yd. sta.	Long Overhaul		0.35	2,450.00
9.20 miles	Finishing Roadbed and Slopes		800.00	7,360.00
12,000 lin.ft.	Rounding Cutbanks		0.15	1,800.00
1,100 lin.ft.	12 Inch Concrete Pipe		1.85	2,035.00
2,000 lin.ft.	18 Inch Concrete Pipe		3.15	6,300.00
1,050 lin.ft.	24 Inch concrete Pipe		4.00	4,200.00
460 lin.ft.	36 Inch Concrete Pipe		6.50	2,990.00
350 lin.ft.	48 Inch Concrete Pipe		10.55	3,692.50
90 lin.ft.	60 Inch Concrete Pipe		20.30	1,827.00
40 lin.ft.	Extra For Pipe Under Pavement		8.00	320.00
640 lin.ft.	22 Inch Arch Type Corrugated Metal Pipe		4.10	2,624.00
100 lin.ft.	58 Inch Arch Type Corrugated Metal Pipe		24.00	2,400.00
5,600 lin.ft.	8 Inch Perforated Metal Drain Pipe		2.10	11,760.00
300 cu.yds.	Special Backfill in Drains		6.00	1,800.00
200 cu.yds	Class "A" Concrete		48.00	9,600.00
34,000 lbs.	Metal Reinforcement		0.12	4,080.00
4,400 rods	Type 2 Fence		4.50	19,800.00
14 only	Double 8' x 50" Metal Gates		70.00	980.00
2 only	Double 10' x 50" Metal Gates		30.00	60.00
500 cu.yds.	1½" - 0 Crushed Material in Surfacing		3.50	1,750.00
20 M-gal.	Sprinkling		3.00	60.00
				$211,888.50
	Flagging			2,000.00
				$213,888.50
	10% Engr. & Cont.			21,388.85
	Total			$235,277.35

Type Code X221
Stayton-Sublimity Overcrossing (Sta. 784+08.22 to Sta. 785+30.22)(Contract 4630)

170 cu.yds.	Structural Excavation, Unclassified	$	6.00	$ 1,020.00
4,320 lin.ft.	Furnish Treated Timber Piling		1.50	6,480.00

72 only	Drive Timber Piles	$ 45.00	$ 3,240.00
280 cu.yds.	Class "A" Concrete	61.00	17,080.00
70,000 lbs.	Metal Reinforcement	0.12	8,400.00
80 lin.ft.	8 Inch Metal Drain Pipe	4.00	320.00
160 lin.ft.	12 Inch Metal Drain Pipe	5.00	800.00
			$ 37,340.00

Type Code X021
Mill Creek Bridge (Sta. 802+59 to Sta. 803+26) (Contract No. 4630)

350 cu.yds.	Structural Excavation	$ 5.00	$ 1,750.00
5,040 lin.ft.	Furnish Treated Timber Piling	1.50	7,560.00
84 only	Drive Timber Piles	36.00	3,024.00
260 cu.yds.	Class "A" Concrete	60.00	15,600.00
50,000 lbs.	Metal Reinforcement	0.12	6,000.00
			$ 33,934.00

Subtotal	$ 71,274.00
10% Engr. & Cont.	7,127.40
Total	$ 78,401.40

Length of Roadway	9.188
Length of 2 Structures	0.036
Total Length	9.224
Cost of Roadway per Mile	$25,607.02

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$235,277.35	$141,011.00	$ 94,266.35
Structures	78,401.40	46,989.00	31,412.40
	$313,678.75	$188,000.00	$125,678.75

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

file

S.220(7)
#577

OREGON STATE HIGHWAY DEPARTMENT

(date)
April 12, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4577	12 Final	Durbin Brothers	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
7843	M78236	$ 11,427.89	April 12, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1956

Time Extensions: None

Completion Date: Oct. 31, 1956

Date Accepted: Nov. 8, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-15-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: APR 15 1957

Ruth Rawlings

NOTED ON CARD

RECEIVED
APR 2 8 1957

FINAL COST ANALYSIS

April 8, 1957

Sublimity Con Club-Stout Creek
Contract No. 4577
S-220 (7)

Grading
Durbin Brothers, Contractor
Kenneth Bartel, Resident Engineer

North Santiam Highway
Prefix: 124-1005
Project No. S-200 (7)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing 4577	All		$23,000		$ 16,307.34	$ 23,000.00
Drainage Excavation	5,736.67	Cu. Yd.	$ 2.00	$ 1.59	9,095.61	11,473.34
General Excavation	449,824.6	Cu. Yd.	.20	.196	88,057.33	89,964.92
Long Overhaul	21,586.8	C-yd. Sta.	.35	.33	7,182.73	7,555.38
Short Overhaul	1,432,367.3	Yd. Sta.	.01	.009	12,759.85	14,322.67
Finish R/B & Slopes	9.2	Mile	800.00	625.26	5,752.42	7,360.00
Rounding Cutbanks	8,940	Lin. Ft.	.15	.12	1,048.01	1,341.00
12" Conc. Culvert Pipe	1,675	Lin. Ft.	1.85	1.72	2,874.37	3,098.75
18" Conc. Culvert Pipe	1,449	Lin. Ft.	3.15	2.95	4,273.27	4,564.35
24" Conc. Culvert Pipe	792	Lin. Ft.	4.00	3.75	2,968.59	3,168.00
36" Conc. Culvert Pipe	456	Lin. Ft.	6.50	5.98	2,727.05	2,964.00
48" Conc. Culvert Pipe	268	Lin. Ft.	10.55	9.14	2,449.48	2,827.40
60" Conc. Culvert Pipe	80	Lin. Ft.	20.30	18.98	1,518.16	1,624.00
Extra for Pipe Under Pavement	42.5	Lin. Ft.	8.00	5.48	232.96	340.00
22" Arch Type CMP	352	Lin. Ft.	4.10	3.95	1,390.40	1,443.20
58" Arch Type CMP	90	Lin. Ft.	24.00	14.86	1,337.42	2,160.00
8" Perf. Metal Drain Pipe, Uncoated	92	Lin. Ft.	2.10	1.63	150.33	193.20
Special Backfill in Drains	22	Cu. Yd.	6.oo	5.37	118.24	132.00
Class "A" Concrete	211.035	Cu. Yd.	48.00	48.00	10,129.68	10,129.68
Metal Reinforcement	31,819	Lb.	.12	12	3,818.28	3,818.28
Type 2 Fence	4,124	Rod	4.50	4.50	18,558.00	18,558.00
Double 8'x50" Metal Gates	25	Each	70.00	70.00	1,750.00	1,750.00
Double 10'x50" Metal Gates	4	Each	30.00	30.00	120.00	120.00
1¼"-0 Cr. Mat'l in Surface	515	Cu. Yd.	3.50	3.32	1,707.87	1,802.50
Sprinkling	730.8	M/gal.	3.00	2.27	1,660.66	2,192.40

Contract No. 4577

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #1 Furn. & Place 84" CIP	168	Lin. Ft.	$ 45.00	$ 37.40	$ 6,283.30	$ 7,560.00
PA #2 Furn. & Install 84" CIP	78	Lin. Ft.	45.00	37.40	2,909.16	3,510.00
PA #3 Furn. & Install Lift Gate	1	Each	125.00	102.00	102.00	125.00
PA #4 Furn. & Install 24" CIP	30	Lin. Ft.	6.75	6.22	186.65	202.50
PA #4 Furn. & Install 24" CIP	90	Lin. Ft.	6.50	6.15	553.20	585.00
PA #5 Cement Adj. Favor of Contractor	19.35	Bbl.	4.10	4.10	79.34	79.34
PA #6 Purchase Excess Mat'l	All				612.40	612.40
PA #7 Adj. for Revision Box Culvert Forms	All				764.13	764.13
Force Account (Flagging, State Share)					741.71	741.71
					$210,219.94	$230,083.15

Gross Revenue	$230,083.15
Total Cost	210,219.94
Profit	$ 19,863.21

Net Profit Equals 8.6% of Gross Revenue

Sublimity Gun Club-St[illegible] Creek
Contract No. 4577

DETAIL OF COSTS

Labor:

Labor	$ 57,594.07	
Labor Insurance	4,031.58	
Health and Welfare	1,992.40	
		$ 63,618.05

Materials:

12" Concrete Pipe	1,675'	At	$ .94	$ 1,574.50
18" Concrete Pipe	1,449'	"	1.91	2,763.77
24" Concrete Pipe	792'	"	2.65	2,098.80
36" Concrete Pipe	456'	"	4.76	2,170.56
48" Concrete Pipe	268'	"	7.55	2,023.40
60" Concrete Pipe	80'	"	15.30	1,224.00
22" Arch Type CMP	352'	"	2.80	985.60
22" Bands	14	"	2.80	39.20
58" Arch Pipe	90'	"	11.56	1,040.40
58" Bands	3	"	11.56	34.68
8" Perf. Drain Pipe	92'	"	.98	90.16
8" Bands	5	"	1.16	5.80
24" CMP	120'	"	3.85	462.00
24" CMP Bands	6	"	3.85	23.10
84" CMP	246'	"	30.26	7,443.96
84" Bands	12	"	60.52	726.24
Lift Gate	1	"	82.50	82.50
Cement for Conc. Pipe				46.40
1¼"-0 Rock & Backfill Mat'l				939.75
				$ 23,774.82

Equipment Rentals and Misc. Supplies:

Equipment Rentals, Owned	$ 61,480.40	
Equipment Rentals, Hired	884.00	
Gas, Oil, and Grease	11,733.38	
Bond	1,380.50	
P. U. C.	98.75	
P.L. and P.D. Insurance	719.93	
Explosives	1,870.64	
Amt. Paid Lockyear and White for Conc. Work	13,947.96	
Amt. Paid Mr. Hill for Fence Work	20,428.00	
General Overhead	8,052.91	
Small Tools and Misc. Supplies	1,255.60	
Lumber	975.00	
		$122,827.07
		$210,219.94

Sublimity Gun Club-Stout Creek
Contract No. 4577

Remarks:

This was a Federal Aid Secondary Project calling for the grading of 9.2 miles of highway roadbed on the Sublimity Gun Club-Stout Creek Section of the North Santiam Highway in Marion County.

The contract was bid November 4, 1955, awarded December 16, 1955, work started January 25, 1956, and the project completed October 31, 1956.

Mr. Hills installed the fence and the gates, starting January 25, 1956 with two men and a foreman, using one flatbed truck, one pickup and one concrete mixer. Slow progress was made on the fencing due to other work involved, chiefly logging; the fence was installed at bid prices.

Lockyear and White, cement contractors, built the four box culverts at bid prices. Good progress was made on this item.

The contractor started the clearing on the main roadbed section March 12, 1956 with a crew of seven men and two D-8 cats and dozers, one TD-24 and dozer. Good progress was made on the clearing, realizing a good profit. Good progress was made on the culvert pipe installations. The crew consisted of a foreman and three laborers. Equipment used: one pick-up, and one boom truck.

The grading was done with the following equipment: one 3/4-cubic yard shovel, four dozers, four DW-20's, two D-8 cats and carryalls, one sheepfoot roller, one compressor and wagon drill. All of the excavation was easily moved with the exception of four areas at Stations 901, 895, 820, and 780. The material at Station 895 was rock and dirt and was moved with the aid of ripping. At Station 901 the contractor had to drill and shoot approximately 1,000 cubic yards. The material at Station 820 was the most difficult as it required excessive shooting and ripping. The material in the cut at Station 780 was inclined to be wet; the contractor would work in this cut for a short period until it became too wet, then move to another section. After a day or two he could move back and resume the work in this section. Good progress was made on the grading despite the rock and wet material, but only a slight profit was realized on the grading and hauling.

The contractor had good bid prices, good equipment, and personnel supervision and realized a fair profit.

M. N. Juve,
Chief Cost Analyst

By

George Kayser

RECEIVED
APR 4 - 1957
FOR FILING

1.20(7)
4577

REGISTERED MAIL

April 4, 1957

United Pacific Insurance Company
Medical Arts Building
Fidelity & Surety Department
Seattle 1, Wash.

Gentlemen:

State Highway Contract No. 4577 for work performed on the Sublimity Gun Club-Stout Creek Section, North Santiam Highway in Marion County was completed by the contractor, Durbin Brothers, on October 31, 1956, and was formally accepted by the Highway Commission on November 8, 1956.

Final payment in the amount of $ 11,427.80 will be released to the contractor on or after April 15, 1957. The total contract amount is $230,083.15, of which amount $741.71 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
MAR 14 1957
FOR FILING

4577

March 13, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Durbin Bros. in connection with contract No. 4577, for grading on the Sublimity Gun Club-Stout Creek Section of the North Santiam Highway in Marion County. This payment in the amount of $25,112.43 will be released to the contractor on or after March 23, 1957. The retained percentage is $6,752.54.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
DEC 31 1956
FOR FILING

S-220(7)

4577

December 28, 1956

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to Durbin Bros. a portion of the funds heretofore retained by the Commission on contract No. 4577, for grading on the Sublimity Gun Club--Stout Creek Section of the North Santiam Highway in Marion County.

This payment in the amount of $2,210.99 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $5,985.86. The present payment will be released on or after January 7, 1956.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

RECEIVED
DEC 31 1956
FOR FILING

S-220(7)

4577

December 28, 1956

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to Durbin Bros. a portion of the funds heretofore retained by the Commission on contract No. 4577, for grading on the Sublimity Gun Club-Stout Creek Section of the North Santiam Highway in Marion County.

This payment in the amount of $2,210.99 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $5,985.86. The present payment will be released on or after January 7, 1956.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

RECEIVED
NOV 23 1956
FOR FILING

S-220(7)

4577

November 27, 1956

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

It is the intention of the State Highway Commission to release a portion of the funds heretofore retained by the Commission on contract No. 4577, covering the Sublimity Gun Club-Stout Creek Section of the North Santiam Highway in Marion County.

This payment in the amount of $11,269.66 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $5,917.48. The present payment will be released on or after December 7, 1956.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Assistant Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

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FOR FILING
FORM 850—50M—11-55—90224
5-220 17
4577

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 20, 1956

SUBJECT: Complaint of Carl Schiewek
North Santiam Highway

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
O f f i c e

L

In the matter of your assignment of a letter from Mr. Carl Schiewek, who complains about his access road to the new Sublimity Gun Club-Stout Creek Section of the North Santiam Highway, Mr. Schiewek's trouble was caused by logging trucks attempting to use the temporary detour, which had been constructed for light traffic during the winter only.

The section is being repaired today and Mr. Schiewek will be notified that any further attempt to move logs over this section will result in the imposition of a load limit.

J. D. Walker
Division Engineer

JDW:AM
cc Mr. Kenneth Bartel

RECEIVED
NOV 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. W. STIFFLER

Nov 17

Dear Sir

I Was in to see you a wk ago about our road South of Kenneys a man there said he would tell you but so far Nothing has been done on the new Highway the road is getting so bad We Can hardly get through to get the Children to school so can Willie get more gravel on it real soon

Sincerly Yours

Mr Carl Lekinick
Rt 1 box 92
Stayton Ore.

the steps, as set forth
property one-half mile
st Creek Section of the

Mr. Parrish, and he has
point near his driveway
nd for steps at the old
rural mail carrier has
. Parrish was not fully
tion at this point.
ly saw the advantage of
.

settled to the satis-

y yours,

lisse
State Highway Engineer

cc Mr. Joseph C. Parrish
Route 1, Box 271
Stayton, Oregon

Mr. Forrest Cooper
Mr. Tom Edwards

LHY:jc hi

RECEIVED
NOV 16 1956
FOR FILING

5-220 (1)
4577

November 16, 1956

116

Mr. Walter H. Bell
Attorney at law
Stayton, Oregon

Dear Sir:

We have investigated the matter of the steps, as set forth in your letter of October 16, on the Parrish property one-half mile east of Stayton on the Sublimity Gun Club-Stout Creek Section of the North Santiam Highway.

Our field engineers have contacted Mr. Parrish, and he has agreed to the relocation of his mailbox at a point near his driveway on the county road. This has obviated the need for steps at the old mailbox location. I am also advised that the rural mail carrier has approved the new location. I believe that Mr. Parrish was not fully informed as to our planned county road connection at this point. Upon being informed of our plan, he immediately saw the advantage of having his mailbox moved down to his driveway.

I believe that this matter has been settled to the satisfaction of all parties concerned.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Joseph C. Parrish
Route 1, Box 271
Stayton, Oregon

Mr. Forrest Cooper
Mr. Tom Edwards

LHY:jc hi

ASSIGNMENT

Date: October 18, 1956 No. 116 By JE

Description: Letter of October 16 by Walter H. Bell regarding steps to make mail box available on edge of highway at property of Mr. Parrish one-half mile east of Stayton.

Acknowledged by_____ Referred to Edwards

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks: Please investigate and prepare rough draft of reply.
F.C.

PLEASE RETURN TO
FORREST COOPER

Executed 11-15-56 Report Received_____

LL & GEHLEN
ttorneys-at-Law
STAYTON, ORE.

PHONE 2864

October 16, 1956

PLEASE RETURN TO
FORREST COOPER

relative to right of way Mr. Parrish was in place on the edge of the highway to a time as more lanes would be put in.

leaving a rather steep bank which pere- mailbox in wet weather and in fact his in a minor degree.

Would you kindly check this matter and advise us.

Thanks kindly.

Very truly yours,

BELL & GEHLEN
Walter H. Bell
Walter H. Bell

WHB:jh

RECEIVED
OCT 17 1956
OREGON
STATE HIGHWAY COMMISSION

WALTER H. BELL
WILLIAM M. GEHLEN

BELL & GEHLEN
Attorneys-at-Law
STAYTON, ORE.

PHONE 2884

October 16, 1956

PLEASE RETURN TO
FORREST COOPER

Oregon State Highway Commission
State of Oregon
Salem, Oregon

Re: Property of Parrish located approximately ½ mile E. Stayton, Oregon on newly constructed highway

Gentlemen:

When we were having negotiations relative to right of way Mr. Parrish was informed that his steps would remain in place on the edge of the highway to make his mailbox available until such a time as more lanes would be put in.

The contractor tore the same out leaving a rather steep bank which precludes them from getting down to the mailbox in wet weather and in fact his wife slipped down it and hurt herself in a minor degree.

Would you kindly check this matter and advise us.

Thanks kindly.

Very truly yours,

BELL & GEHLEN

Walter H. Bell

Walter H. Bell

WHB:jh

RECEIVED
OCT 17 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 13 1956
FOR FILING
S.220(7)
4577

November 7, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 31, 1956, on Contract No. 4577, Sublimity Gun Club-Stout Creek Section, in Marion County, in connection with Federal Aid Project No. S-220(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:lmr

CC: County & City Relations

Form E-1—1026—10-55

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 3, 1956

Section Sublimity Gun Club - Stout Ck.

Highway North Santiam

Contractor Durbin Bros.

Date of contract Dec. 16, 1955

Date work started Jan. 25, 1956

Project authorization $ 252099.56

Exclusive of Engineering $ 234172.48

Kind of work Grading

Section prefix 124-1005

Contract number 4577

Date of completion Oct. 31, 1956

Estimated date of completion Oct. 31, 1956

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 234172.48

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 17927.08

Engineering cost to date $ 31765.63, 177.19 %

Date project was completed Oct. 31, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed all work required on this contract on Wednesday, October 31, including grading and fencing.

NOTED
FORREST COOPER

NOTED
TOM EDWARDS

NOTED
D. J. BARBEE

NOTED
H. E. Young

RECEIVED
NOV 5 1956
OFFICE OF
CONSTRUCTION ENGINEER

Signed Kenneth E. Baird

Address Salem - Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 60712

	GRADING	SKETCHING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	9.2	Fencing			
Miles partially completed	9.2				
Miles completed	9.2				
Total estimated quantities (contract)	418000	4400 rods			
Total quantities corrected to date	352875	"			
Estimated quantities moved or placed to date	"	4300 rods			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		4			
Men	3				
Supervision	1				
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	"		
Tuesday	"		
Wednesday	Showers		
Thursday	Cloudy		
Friday	"		
Saturday	"		

NOTED
C. E. Young

RECEIVED
AUG 3 1956
FOR FILING

S-220 (1)

4577

6613

A

July 31, 1956

Mr. Carl Schiewek
Route 1, Box 92
Stayton, Oregon

Dear Sir:

Reference is made to your letter of July 14 commenting on the rough access to your place. As you are aware, we are in the process of building a new highway past your place, which highway has not been planned to be put into service until sometime next year. The former routing of your access was through the Petersen property. I understand that this has been closed due to some disagreement between you and Mrs. Petersen.

We, of course, have no objection to your traveling down the new grade as your means of access; however, I am sure you appreciate the fact that during the actual construction of this road, it cannot be kept to the smoothness of a finished highway. It is our intention to maintain as good an access for you as is possible under construction conditions. This fall we will place the necessary amount of gravel to keep your connection open.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc Mr. Forrest Cooper

LHY:ep fn

FORM 850—SOM—11-55—50824

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 30, 1956

SUBJECT: Schiewek Complaint
Sublimity Gun Club-Stout Creek Sec.
North Santiam Hwy.

To:
Mr. W. C. Williams
Deputy State Highway Engineer

O f f i c e

W. C. WILLIAMS

Pursuant to your Assignment No. 6613, we have investigated the matters of which Mr. Schiewek complained in his letter of July 14, 1956. It has been determined that the main cause of his complaint stems from a disagreement between he and his neighbor, Mrs. M. E. Petersen, over whose property Mr. Schiewek formerly entered the highway. Mrs. Petersen has locked the gates across the route formerly traveled by Mr. Schiewek due to the nuisance created by him.

When the new highway is completed through this section, Mr. Schiewek will have access to it at Station 1043. This is the point of entry he is using now to the unfinished road and has complained about being full of rocks and loose dirt. The resident engineer has had the contractor keep the section of grade from Stations 1043 to 1065 in passable condition in order to alleviate the situation of which Mr. Schiewek complained. However, due to the fact that the road is currently under construction there will be some roughness and inconvenience. We are aware of Mr. Schiewek's problem and will continue to provide access and egress to his property as best we can under these conditions. It is planned to put on a skift for surfacing from Stations 1043 to 1065 over the winter so as to keep Schiewek out of the mud.

I am attaching a suggested rough draft of a letter to Mr. Schiewek.

Copy of report from Assistant Division Engineer Juve is attached.

L. H. Young
Asst. Construction Engineer

RECEIVED
JUL 31 1956
OFFICE OF
STATE HIGHWAY ENGINEER

LHY:ep
Encls.

FORM E20—50M—11-55—60224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1956

SUBJECT: Schiewek Complaint
Sublimity Gun Club-Stout Creek Section
North Santiam Highway

To: Mr. Forrest Cooper
Construction Engineer
O f f i c e

Attention: Mr. L. H. Young

This is in reply to your letter of July 18, 1956, relative to a complaint from a Mr. Carl Schiewek of Route 1, Box 92, Stayton, Oregon.

In general this complaint does not concern the Highway Department, it being a disagreement between Schiewek and a neighbor, Mrs. M. E. Petersen. Up to the present time the only entrance to the Schiewek property was by way of the Petersen private road. Lately the Schiewek family has not only been disturbing Mrs. Petersen by constant early and late travel by her house but has been leaving the gates open and even breaking them down, according to Mrs. Petersen, so she was forced to padlock them.

When the highway is completed, Schiewek will have access to it at Station 1043; in fact, he is traveling it at the present time, as it is the unfinished grade that he speaks of as being full of rocks and loose dirt.

The Resident Engineer has had the contractor keep the section of grade from his access point to the county road at Station 1065 in passable condition and this temporary connection will no doubt have to be surfaced to permit travel over it during the coming winter. This was not contemplated and only 500 cubic yards of surfacing was set up in the contract for other temporary connections. It will require approximately 250 cubic yards of rock at a cost of $875.00 to provide a passable connection. However, most of this material can be incorporated in the future surfacing of the project.

Whether Mrs. Petersen has the legal right to close their access through her property was not determined.

J. D. Walker
Division Engineer

By Maurice N. Jive

Maurice N. Jive
Assistant Division Engineer

MNJ:AM

ASSIGNMENT

Date: July 17, 1956 No. 6613 By Loren

Description: Letter dated July 14 from Carl Schiewek, Route 1, Box 92, Stayton, re condition of highway and possible right of way use through Patterson property.

Acknowledged by_____ Referred to COOPER

__Investigate and report with recommendation
X Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks: Have Walker or someone find out about this.

PLEASE RETURN TO
W. C. WILLIAMS

Executed 7-31-56 Report Received_____

RETURN TO
WILLIAMS

DEPARTMENT
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Sec. is getting badly
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If possible to get through and we have to go to work every day and night let me know if she can lock us out of the road

PLEASE RETURN TO
W. C. WILLIAMS

July 1st

Dear Sir:

I am writing about the highway out here I was in to see ~~you~~ one about Mrs Petterson NOTED W. C. WILLIAMS She locked her gates now we can travel on the high way although there are a lot of rocks on it and so much loose dirt our car drags most of the time and knocks of the muffler and if we have just a ~~little~~ little rain it will be impossible to get through and we have to go to work every day and night let me know if she can lock us out of the road

EPARTMENT
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Battle Creek-Illahee Sec-
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Mr Carl Schimek
Rt 1 box 92
Stayton Ore

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STATE HIGHWAY COMMISSION
RECEIVED

RECEIVED
JUL 27 1956
FOR "FILING"

S-220(7)
4577

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1956

SUBJECT:

To: Mr. J. D. Walker
Division Engineer
State Highway Department
Salem, Oregon

I note that the engineering on the Battle Creek-Illahee Section and the Sublimity Gun Club-Stout Creek Sec. is getting badly out of hand. I reali e that the Illahee job has been delayed somewhat which would probably account for some of the overrun there. However, I can think of no logical reason why the engineering on the Sublimity Gun Club-Stout Creek Section would be so badly overrun as it would appear the job will be completed within the time allotted.

Will you please have this looked into and take appropriate action to correct it. I would appreciate a report.

/s/ forrest Cooper

Forrest Cooper
Construction Engineer

FC:AR

cc to: W. C. Williams

RECEIVED
APR 26 1956
FOR FILING

S-22(7)
4577

April 25, 1956

Mr. Walter H. Bell
Attorney at Law
Stayton, Oregon

Dear Sir:

Reference is made to your letter of April 12 concerning the culvert adjacent to the Edmund Silbernagel property.

This matter was discussed with Mr. Silbernagel by our Division Engineer, and our proposal to construct a double 8'x 6' structure in lieu of the 10'x 6' culvert was satisfactory to him. We need this additional waterway to adequately cure for the drainage.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gs

cc Mr. Forrest Cooper
Mr. J. D. Walker

FORM 830—80M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 25th, 1956

SUBJECT: Sublimity Gun Club-Stout Creek
North Santiam Highway
Contract #4577

To: Mr. G. S. Paxson
Ass't. State Highway Engineer
O f f i c e

With reference to your recent telephone call regarding the inquiry of Mr. Joseph Silbernagel's attorny concerning the size of the box culvert at Station 942+50, R/W 22650.

We were committed on this property by option to construct a 10 x 6 box. The plans show a double 8 x 4 at this location. This matter was discussed by the Division with P. M. Stephenson and myself, and it was decided that a double 8 x 6 would be constructed at this point. Instructions have been given to the field to make this substitution.

L. H. Young
Ass't. Construction Engineer

LHY:AR

cc to: P. M. Stephenson
J. D. Walker

RECEIVED
APR 25 1956
OFFICE OF
STATE HIGHWAY ENGINEER

WALTER H. BELL
WILLIAM M. GEHLEN

PHONE 2384

BELL & GEHLEN
Attorneys-at-Law
STAYTON, ORE.

April 12, 1956

REFERRED TO
Bullock
BY SECRETARY

Oregon State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

In regard to the Edmund Silbernagel option it was our understanding, on the Stayton - Mehama project, that the underpass was to be six foot high by ten feet and whereas now the contractor is placing one four feet high from the information we can obtain.

The information given on the height was by Mr. Gemmell so we would appreciate your checking into that and advising us.

Thanks kindly.

Very truly yours,

BELL & GEHLEN
Walter H. Bell
Walter H. Bell

WHB:jh

RECEIVED
APR 13 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 17 1956
FOR FILING

5-220 (1)
4577

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1956

SUBJECT: Sublimity Gun Club-Stout Creek
North Santian Highway
Contract No. 4577
R/W File 22642

To: Mr. W. C. Williams
Deputy State Highway Engineer

NOTED
W. C. WILLIAMS

OFFICE

In the matter of the relocation of the A. J. Kirsch residence, southerly from Station 916 of the subject named highway and section, it has become necessary to move the service facilities for this residence. This involves the building of a 3 pole 12KV extension south. This will provide service to the house and pumping facilities.

The above noted work is an obligation of the State, but was overlooked in the original right of way settlement for moving the house. There is money in the contingency fund on this job to cover this work.

I therefore recommend that we notify the Pacific Power and Light Company to proceed with the extension of the power line to the Kirsch house and assure them that we will pay for same. The estimate of cost for this work, furnished us by the power company, is $680.90. Copy of letter and estimate from the power company is attached hereto.

(Rel'd to Constr. Engr.)

L. E. Young
Ass't Construction Engineer

LEY:ep

Attach.

cc - Mr. R.L. Porter
Mr. J. D. Walker

OK R.L.P.

RECEIVED
APR 6 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Form 2100

PACIFIC POWER & LIGHT COMPANY

Stayton, Oregon
Feb. 9, 1956

G. D. Walker
Division Engr.
Hwy. Dept. Bldg.
Salem, Oregon

Dear Sir:

Enclosed you will find cost estimate of labor and materials involved in A. J. Kirsch house relocation. Mr. Kirsch has requested that all work be completed not later than Feb. 20, 1956.

Immediate verification and approval would be appreciated, to give us adequate time to complete project prior to house relocation.

Respectfully,
William E. Hahn
William E. Hahn
Line Superintendent
Pacific Power & Light Co.
Stayton, Oregon

2434

cc:R. G. McFarland
R. L. Stewart

NOTED
E. F. Chidsey

Mr. R. L. Porter

Form 2100

PACIFIC POWER & LIGHT COMPANY

Stayton, Oregon
Feb. 9, 1956

G. D. Walker
Division Engr.
Hwy. Dept. Bldg.
Salem, Oregon

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Respectfully,
William E. Hahn
William E. Hahn
Line Superintendent
Pacific Power & Light Co.
Stayton, Oregon

cc:R. G. McFarland
R. L. Stewart

NOTED
E. F. Chidsey

Form 2100

PACIFIC POWER & LIGHT COMPANY

Stayton, Oregon
Feb. 9, 1956

G. D. Walker
Division Engr.
Hwy. Dept. Bldg.
Salem, Oregon

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Respectfully,
William E. Hahn
William E. Hahn
Line Superintendent
Pacific Power & Light Co.
Stayton, Oregon

cc:R. G. McFarland
R. L. Stewart

NOTED
E. F. Chasey

BY ... DATE ... SUBJECT KARSCH HOUSE MOVE AREA

CHKD. BY ... DATE ... - SERVICE RE-LOCATION

SHEET NO. 2 OF 2

JOB NO. 21-W-202

Dwg. 1 Sht. 12

K-49-0673

RECEIVED
FEB 7 1956
FOR FILING

FORM S-128 SSH REVISED 2-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 6, 1956

NOTED
W. C. WILLIAMS

Stayton Cooperative Telephone Company
Stayton, Oregon

Re: Moving Stayton Cooperative Telephone Company Lines
Sublimity Gun Club-Stout Creek Section
North Santiam Highway

Gentlemen:

In connection with the construction of the Sublimity Gun Club-Stout Creek Section of the North Santiam Highway, in Marion County, it appears that some of your telephone poles and lines, located between Highway Engineer's Stations 785 and 1082, must be moved and relocated. It is understood that the pole line presently is upon private right of way and is to be re-established upon the highway right of way and further that an estimate of the work made by representatives of your Company is $674.65.

This communication is to advise you that the State Highway Commission will reimburse Stayton Cooperative Telephone Company for the proper expense of the moving and relocation of the telephone line. We do not understand, however, that you will bill the Highway Commission for any improvements in your existing facilities which are not necessarily caused by the highway construction.

At this time we are endeavoring to work out some general plan, effective throughout the State, whereby an adjustment can be negotiated, if necessary, in instances where right of way is acquired on lands covered by private easements and the utility facilities later are located within the highway limits, so as to bring the occupancy under general legislative franchise instead of by privately owned easements. In the present situation, the matter is being referred to Mr. R. L. Porter, Right of Way Engineer, for further handling.

It will be very much appreciated if your facilities can be moved and relocated by April 1st of this year, so as to avoid any possibilities of interference with the operations of the State's contractor.

Very truly yours,

JWD:RN
cc: Mr. W. C. Williams
(With file)
Mr. Forrest Cooper
Mr. J. D. Walker
Mr. C. H. Maison
Mr. C. W. Enfield
Mr. R. L. Porter

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

RECEIVED
FEB 6 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-128 500M REVISED 2-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 6, 1956

W. C. WILLIAMS

Pacific Power & Light Company
Public Service Building
920 S. W. 6th Avenue
Portland, Oregon

Re: Moving Pacific Power & Light Company
Power Lines
Sublimity Gun Club-Stout Creek Section
North Santiam Highway

Gentlemen:

In connection with the construction of the Sublimity Gun Club-Stout Creek Section of the North Santiam Highway, in Marion County, it appears that some of your power poles and lines, located between Highway Engineer's Stations 1082 and 1109, must be moved and relocated. It is understood that the pole line presently is upon private right of way and is to be re-established upon the highway right of way and further that an estimate of the work made by representatives of your Company is $269.44.

This communication is to advise you that the State Highway Commission will reimburse Pacific Power & Light Company for the proper expense of the moving and relocation of the power line. We do not understand, however, that you will bill the Highway Commission for any improvements in your existing facilities which are not necessarily caused by the highway construction.

At this time we are endeavoring to work out some general plan, effective throughout the State, whereby an adjustment can be negotiated, if necessary, in instances where right of way is acquired on lands covered by private easements and the utility facilities later are located within the highway limits, so as to bring the occupancy under general legislative franchise instead of by privately owned easements. In the present situation, the matter is being referred to Mr. R. L. Porter, Right of Way Engineer, for further handling.

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Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. W. C. Williams ✓
(With file)
Mr. Forrest Cooper
Mr. J. D. Walker
Mr. C. H. Maison
Mr. C. W. Enfield
Mr. R. L. Porter

FORM E30—50M—2-58—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31st, 1956

SUBJECT: Moving of Utility Lines
Sublimity Gun Club-Stout Creek
North Santiam Highway

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

W. C. WILLIAMS

In order to construct the Sublimity Gun Club-Stout Creek Section of the North Santiam Highway in Marion County it will be necessary to move some telephone poles located between stations 785 and 1082 and owned by the Stayton Cooperative Telephone Company whose address is Stayton, Oregon. The estimate of this work made by representatives of the Coop is $674.65. I recommend that a letter be directed to them requesting them to make the necessary changes. I am attaching a suggested rough draft.

Also, it will be necessary for the Pacific Power & Light Company to move some facilities on the same project. These poles are located between stations 1082 and 1109, and the estimated cost of the revision is $269.44, which estimate was made by representatives of the affected company. I recommend that the company be requested to move the lines and am attaching a rough draft of a suggested letter.

Forrest Cooper
Construction Engineer

FC:AR
Enc. 2

RECEIVED
FEB 1 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E30—30M—2-55—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31st, 1956

SUBJECT: Moving of Utility Lines
Sublimity Gun Club-Stout Creek
North Santiam Highway

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

W. C. WILLIAMS

In order to construct the Sublimity Gun Club-Stout Creek Section of the North Santiam Highway in Marion County it will be necessary to move some telephone poles located between stations 785 and 1082 and owned by the Stayton Cooperative Telephone Company whose address is Stayton, Oregon. The estimate of this work made by representatives of the Coop is $674.65. I recommend that a letter be directed to them requesting them to make the necessary changes. I am attaching a suggested rough draft.

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Forrest Cooper
Construction Engineer

FC:AR
Enc. 2

RECEIVED
FEB 1 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 1 1956
FOR FILING

C O P Y file

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31st, 1956

4577

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

SUBJECT: Moving of Utility Lines
Sublimity Gun Club-Stout Creek
North Santiam Highway

In order to construct the Sublimity Gun Club-Stout Creek Section of the North Santiam Highway in Marion County it will be necessary to move some telephone poles located between stations 785 and 1082 and owned by the Stayton Cooperative Telephone Company whose address is Stayton, Oregon. The estimate of this work made by representatives of the Coop is $674.65. I recommend that a letter be directed to them requesting them to make the necessary changes. I am attaching a suggested rough draft.

Also, it will be necessary for the Pacific Power & Light Company to move some facilities on the same project. These poles are located between stations 1082 and 1109, and the estimated cost of the revision is $269.44, which estimate was made by representatives of the affdeted company. I recommend that the company be requested to move the lines and am attaching a rough draft of a suggested letter.

(sgd) Forrest Cooper

Forrest Cooper
Construction Engineer

FC:AR
Enc. 2

Original + 2 copies to Mr. Enfield suggesting R/W Dept write letters as this is merely clearing R/W.

RECEIVED
JAN 30 1956
FOR FILING

S-220(7)
4577

January 27, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on January 25, 1956 on Contract No. 4577, Sublimity Gun Club-Stout Creek Section, in Marion County, in connection with Federal Aid Project No. S-220(7).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DRP:MB

RECEIVED
JAN 10 1956
FOR FILING

S-33n(2)
4577

January 10, 1956

Durbin Bros.
Route 5, Box 490
Eugene, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4577, which was awarded to you on December 16, 1955 by the State Highway Commission, covering the Sublimity Gun Club-Stout Creek Section of the North Santiam Highway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
DEC 30 1955
FOR FILING

S 220(7)
4377

December 29, 1955

County Court of Marion County
Court House
Salem, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Marion County a fully executed copy of a through-way agreement between the State Highway Commission and Marion County covering the Sublimity Gun Club-Stout Creek Section of the North Santiam Highway in Marion County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc.

RECEIVED
JAN 3 1956
FOR FILING

3-210(7)
4577

Salem, Oregon
December 29, 1955

Mr. John W. Cattrall
City & County Relations Dept.
Office

MISC. CONTRACTS and
AGREEMENTS No. 1694

Attached is a conformed copy of a throughway agreement with Marion County covering the Sublimity Gun Club-Stout Creek Section of the North Santiam Highway in Marion County.

One fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Marion County.

H. B. Glaisyer
Secretary

FH
Attach: 1

NOTED
W. C. WILLIAMS

FORM B30—80M—10-55—78489

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 22, 1955

SUBJECT: Assignment No. 6202

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of a throughway agreement covering the Sublimity Gun Club-Stout Creek Section of the North Santiam Highway in Marion County.

Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission.

This completes Assignment No. 6202.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

RECEIVED
DEC 22 1955
OFFICE OF
STATE HIGHWAY ENGINEER

AUTHORIZED BY HIGHWAY COMMISSION
DATE Bids received Nov. 4 Contract has been awarded to Durbin Bros.
Secretary

ASSIGNMENT

Date: November 16, 1955 No. 6202 By ew

Description: Letter of November 14 by Robert P. Amacher attaching eight copies of throughway agreement on the Sublimity Gun Club-Stout Creek Unit of the Airport Road Junction-Stout Creek Section of the North Santiam Highway

Acknowledged by____ Referred to Cattrall

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks: For execution by County if ok.

PLEASE RETURN TO
W. C. WILLIAMS

Executed 12-22-55 Report Received_____

IGHWAY DEPARTMENT

ENT CORRESPONDENCE

, Oregon
r 14, 1955

UBJECT: Sublimity Gun Club-Stout Creek Unit of the Airport Road Junction-Stout Creek Section of the North Santiam State Secondary Highway No. 162.

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

ght copies of the throughway above referred to highway.

there are no copies of Exhibit furnished by County and City

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Robert P. Amacher
ROBERT P. AMACHER
Assistant Attorney

RPA:ew
Encls. (8)

RECEIVED
NOV 17 1955

RECEIVED
OFFICE OF

ASSIGNMENT

Date: November 16, 1955 No. 4202 By [illegible]

Description: Letter of November 14 by Robert P. Amacher attaching eight copies of throughway agreement on the Sublimity Gun Club-Stout Creek Unit of the Airport Road Junction-Stout Creek Section of the North Santiam Highway

Acknowledged by____ Referred to Cattrall

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks: For execution by County if ok.

PLEASE RETURN TO
W. C. WILLIAMS

Executed 12-22-55 Report Received_____

IGHWAY DEPARTMENT

ENT CORRESPONDENCE

, Oregon
r 14, 1955

UBJECT: Sublimity Gun Club-Stout Creek Unit of the Airport Road Junction-Stout Creek Section of the North Santiam State Secondary Highway No. 162.

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

ght copies of the throughway above referred to highway.

there are no copies of Exhibit furnished by County and City

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Robert P. Amacher
ROBERT P. AMACHER
Assistant Attorney

RPA:ew
Encls. (8)

RECEIVED
NOV 17 1955

RECEIVED
NOV 16 1955
SUPT OF
STATE HIGHWAY ENGINEER

FORM E30—50M—10-54—79468

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1955

SUBJECT: Sublimity Gun Club-Stout Creek Unit of the Airport Road Junction-Stout Creek Section of the North Santiam State Secondary Highway No. 162.

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

Dear Mr. Williams:

Attached hereto find eight copies of the throughway agreement as revised of the above referred to highway.

It is to be noted that there are no copies of Exhibit "A" attached. These will be furnished by County and City Relations Division.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Robert P. Amacher

ROBERT P. AMACHER
Assistant Attorney

RPA:ew
Encls. (8)

RECEIVED
NOV 17 1955
[illegible]

RECEIVED
NOV 16 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 16 1955
FOR FILING

S 120 (1)
4577

December 16, 1955

Durbin Bros.
Rt. 5, Box 498
Eugene, Oregon

Gentlemen:

The State Highway Commission on November 4, 1955 accepted your proposal for grading of the Sublimity Gun Club-Stout Creek Section of the North Santiam Highway in Marion County for the sum of $211,888.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4577.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm

Pacific Builder & Engineer, Inc.
2418 Third Ave.
Seattle 1, Washington

Attention: Dorothy McCormack

R. G. Savage (SIAC)
Forrest Cooper
S. M. Probert

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM
DAY LETTER
NIGHT LETTER

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE
LETTER TELEGRAM
SHIP RADIOGRAM

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Durbin Bros.
Rt. 5, Box 490
Eugene, Oregon

Salem, Oregon
Dec. 16, 1955
10:15 a.m.

Contract for grading Sublimity Gun Club-Stout Creek Section of North Santiam Highway in Marion County for which you submitted low bid on November 4, 1955 awarded you today. Contract forms follow shortly.

cc: Accounting (5003-900)
Files
C. W. Head
Confirmation

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

blm
cc: Forrest Cooper
S. H. Probert
R. G. Savage (SIAC)

RECEIVED
NOV 8 1955
FOR FILING

S-221(7)
-1877

November 7, 1955

Durbin Brothers
Rt. 5, Box 490
Eugene, Oregon

Gentlemen:

The State Highway Commission on November 4, 1955 accepted your bid in the amount of $211,888.50 for grading on the Sublimity Gun Club-Stout Creek Section of the North Santiam Highway in Marion County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm
cc: Forrest Cooper
S. H. Probert
R. G. Savage (SIAC)

RECEIVED
NOV 8 1955
FOR FILING

S-220(7)
1877

November 7, 1955

Durbin Brothers
Rt. 5, Box 490
Eugene, Oregon

Gentlemen:

The State Highway Commission on November 4, 1955 accepted your bid in the amount of $211,888.50 for grading on the Sublimity Gun Club-Stout Creek Section of the North Santiam Highway in Marion County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm
cc: Forrest Cooper
S. H. Probert
R. G. Savage (SIAC)

SUBLIMITY GUN CLUB - STOUT CR. SECTION NORTH SANTIAM HIGHWAY MARION COUNTY				SHEET No 1
FED ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-220(7)		See Index

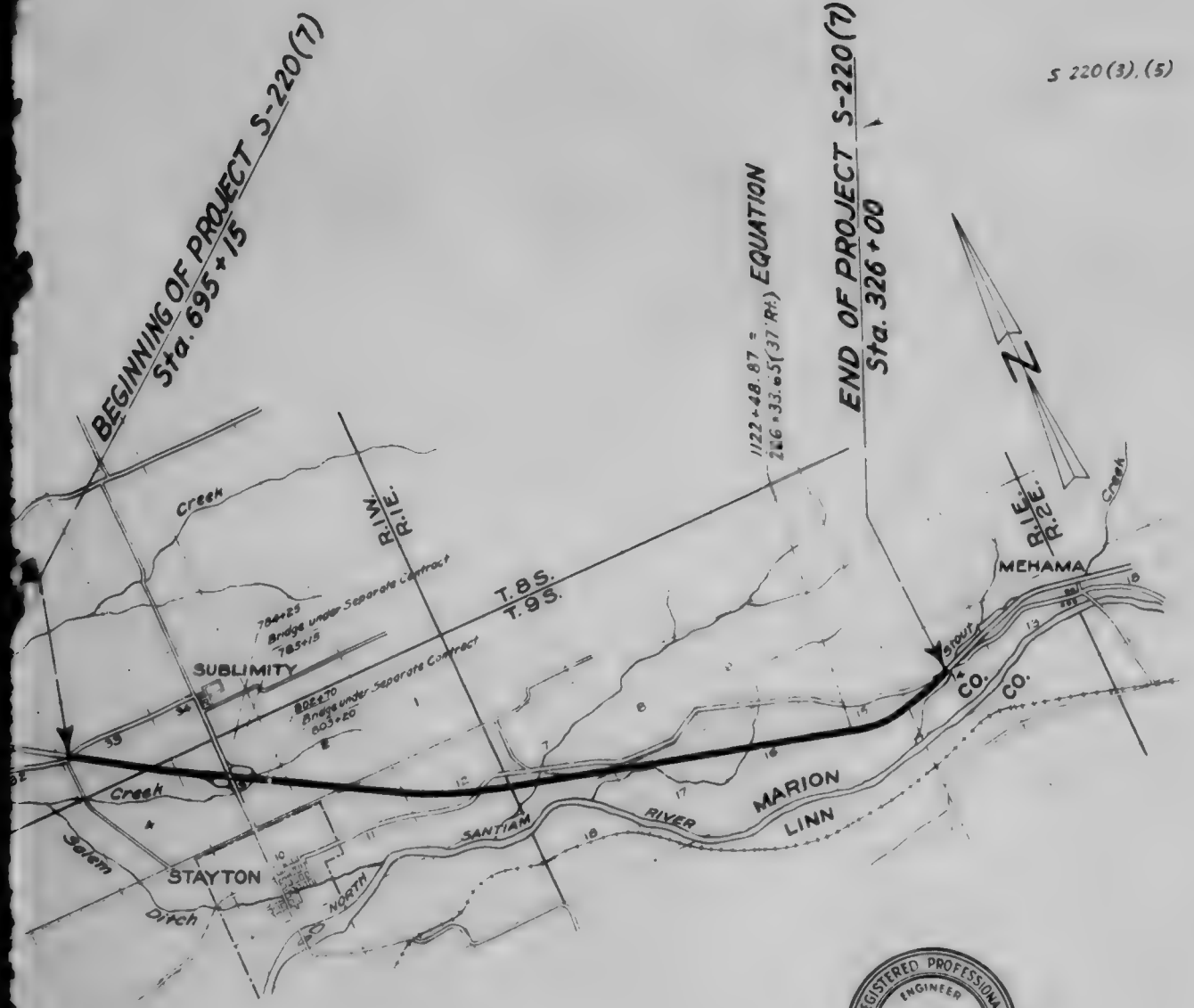
OREGON
DEPARTMENT
OSED PROJECT

NG

-STOUT CR. SECTION
M HIGHWAY
OUNTY

BIDDING PLANS

S 220(3), (5)



Map
2 MILES

REGISTERED PROFESSIONAL ENGINEER 157 OREGON NOV 8 1919 R. H. BALDOCK

R. H. Baldock
STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION

BEN R. CHANDLER	Chairman
CHAS. H. REYNOLDS	Commissioner
M. K. McIVER	Commissioner

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED:

DISTRICT ENGINEER DATE

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2, 2A	Summary, Typical Sections
3-18	Plan & Profile

Drg. Nos.

2085 - Std R/W Fences

5795, 11363, 8455 } Structures

STATE OF OREG
STATE HIGHWAY DE

PLANS FOR PROPOSED

GRADING

SUBLIMITY GUN CLUB-STO
NORTH SANTIAM HIG
MARION COUNT

NOV., 1955

CONVENTIONAL SIGNS

- State Line
- County Line
- City or Town Limits
- Township Line
- Section Line
- Donation Land Claim Line
- Fence Line
- Guard Rail
- Unfenced Property or Right of Way Line
- Existing Roads
- Trails
- Base or Survey Line
- Railroads
- Retaining Wall
- Culverts
- Drop Inlet
- Trolley Pole
- Power Pole
- Telephone or Telegraph Poles
- Marsh
- Irrigation Ditches
- Bridges
- Trees

Sketch Map

SCALE 0 1 2 MILES

SUBLIMITY GUN CLUB-STOUT CR. SEC. NORTH SANTIAM HIGHWAY MARION COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-220 (7)		See Index

Length of Project, 9.224 Miles

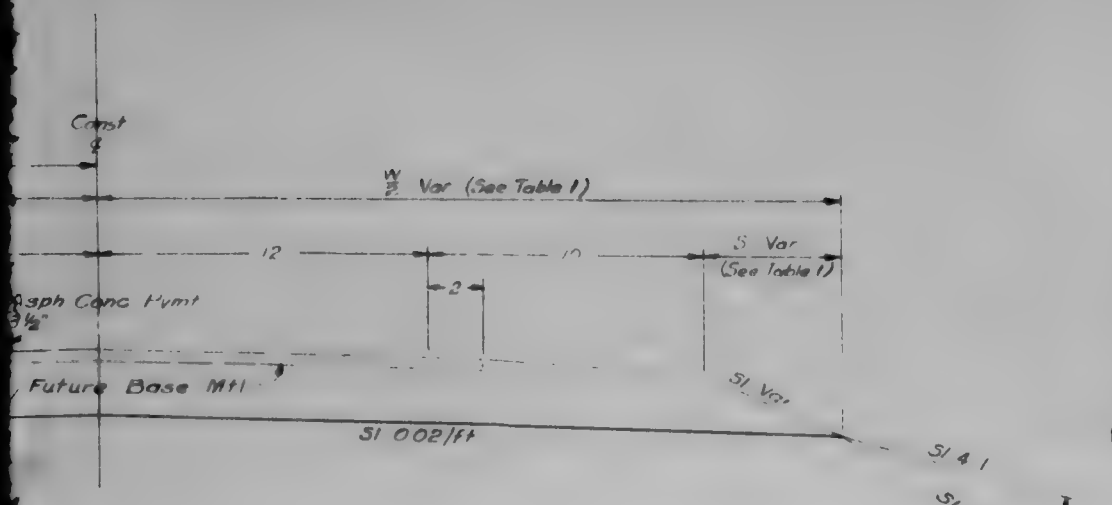
R	8	9	10	NET QUANT.	ALLOW.	TOTAL
				All		All
155	283	502	405	2,906	294	3,200
701	23,179	17,831	3,274	379,832	38,168	418,000
309	42,892	132,250	800	1,011,789	88,211	1,100,000
52	614	2,128		6,514	486	7,000
00	1.00	1.00	0.22	9.20		9.20
				11.084	916	12,000
11		120		1,006	94	1,100
50	333	228	99	1,845	155	2,000
		339		957	93	1,050
		108		418	42	460
				318	32	350
				81	9	90
			20	40		40
156	120			582	58	640
				92	8	100
	1,200			5,050	550	5,600
	75			280	20	300
84				189	11	200
150				31,750	2,250	34,000
				4,011	389	4,400
				10	4	14
				2	-	2
				450	50	500
				15	5	20

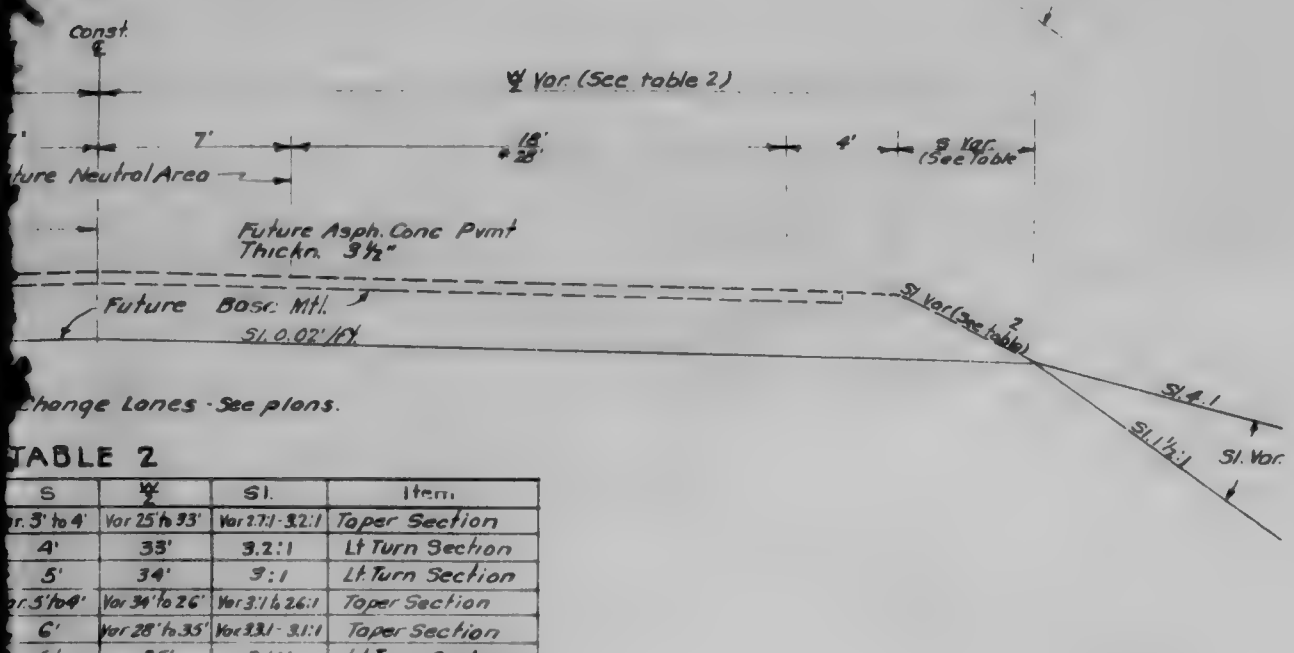
SUMMARY

ITEM	UNIT	MILE								
		1	2	3	4	5	6	7	8	9
Clearing and Grubbing	All									
Drainage Excavation, Unclassified	Cu Yd.	174	223	487	238	212	207	155	283	
General Excavation, Unclassified	" "	16,931	102,607	40,272	128,880	18,299	14,858	13,701	23,179	17,
Short Overhaul	Yd. Sta.	27,178	314,292	99,276	164,062	196,650	24,080	10,309	42,892	132
Long Overhaul	C-Yd. Sta.	106	1,459	941	112	879	223	52	614	2,
Finishing Roadbed and Slopes	Mile	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	
Rounding Cutbanks	Lin Ft.									
12-inch Concrete Pipe	" "	124	207	144		240	60	111		
18-inch " "	" "	132	75	72	312	147	297	150	333	
24-inch " "	" "	177	42	114	117	168				
36-inch " "	" "		198	112						
48-inch " "	" "		186			132				
60-inch " "	" "						81			
Extra for Pipe under Pavement	" "		20							
22-inch Arch Type Corrugated Metal Pipe	" "	62	62			62	120	156	120	
58-inch " " " " "	" "	92								
8-inch Perforated Metal Drain Pipe, Uncoated	" "	400		1,100	1,050		1,300		1,200	
Special Backfill in Drains	Cu. Yd.	30		45	60		70		75	
Class "A" Concrete	" "					155		34		
Metal Reinforcement	Lb.					27,600		4,150		
Type 2 Fence	Rod									
Double 8'x 50" Metal Gates	One									
Double 10'x 50" Metal Gates	One									
1¼"-0 Crushed Material in Surfacing	Cu. Yd.									
Sprinkling	M-Gal									

L SECTIONS

SUBLIMITY GUN CLUB-STOUT CR. SEC. NORTH SANTIAM HIGHWAY MARION COUNTY				SHEET No. 2-A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-220(7)		See Index





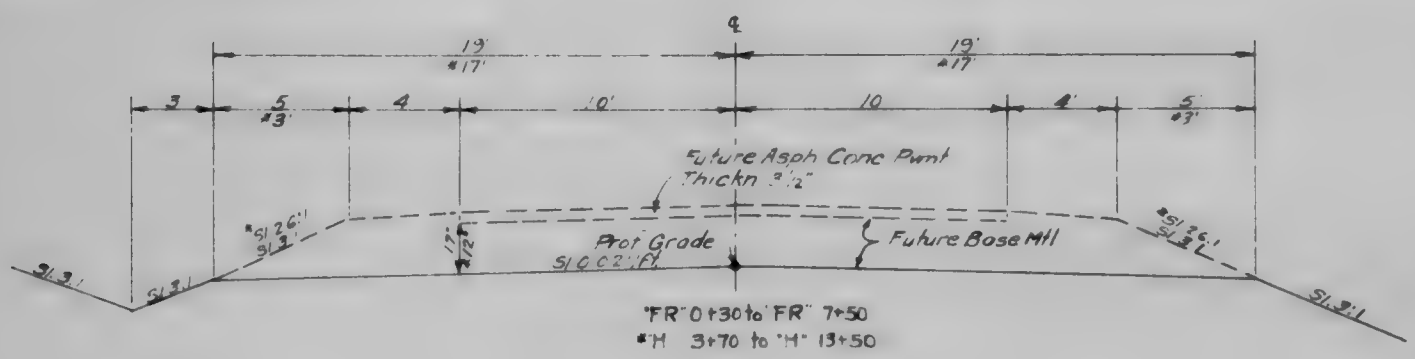
Change Lanes - See plans.

TABLE 1

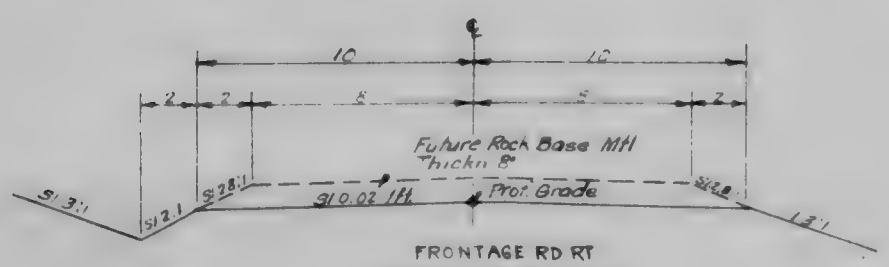
	Sta. to Sta	℄ (Future Base)	S	½	Sl.
	695+15 - 768+00	18½"	5'	27'	3:1
	768+00 - 829+65	12"	3'	25'	2.7:1
	853+15 - 888+50	17"	4'	26'	2.6:1
	888+50 - 902+70	20"	6'	28'	3.3:1
	925+60 - 1122+48.53	12"	3'	25'	2.7:1
EQU.	266+33.7 - 926+00	12"	3	25'	2.7:1

TABLE 2

S	½	Sl.	Item
Var. 3' to 4'	Var 25' to 33'	Var 2.7:1 - 3.2:1	Taper Section
4'	33'	3.2:1	Lt Turn Section
5'	34'	3:1	Lt. Turn Section
Var. 5' to 4'	Var 34' to 26'	Var 3:1 to 2.6:1	Taper Section
6'	Var 28' to 35'	Var 3.3:1 - 3.1:1	Taper Section
6'	35'	3.1:1	Lt. Turn Section
4'	33'	3.2:1	Lt Turn Section
Var 4' to 3'	Var 33' to 25'	Var 3.2:1 - 2.7:1	Taper Section

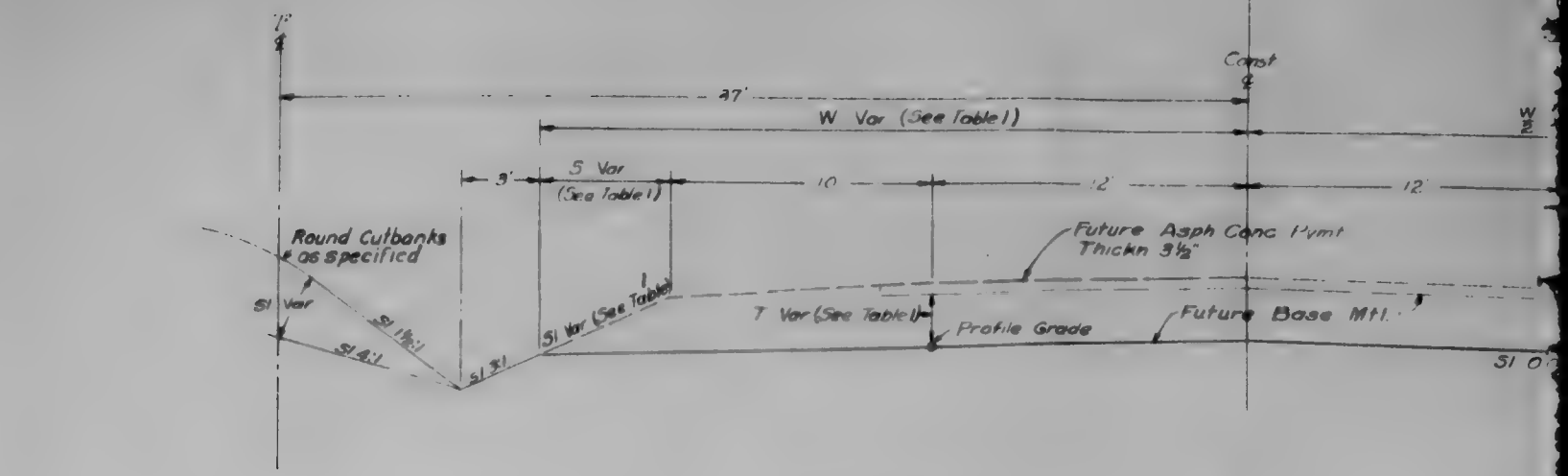


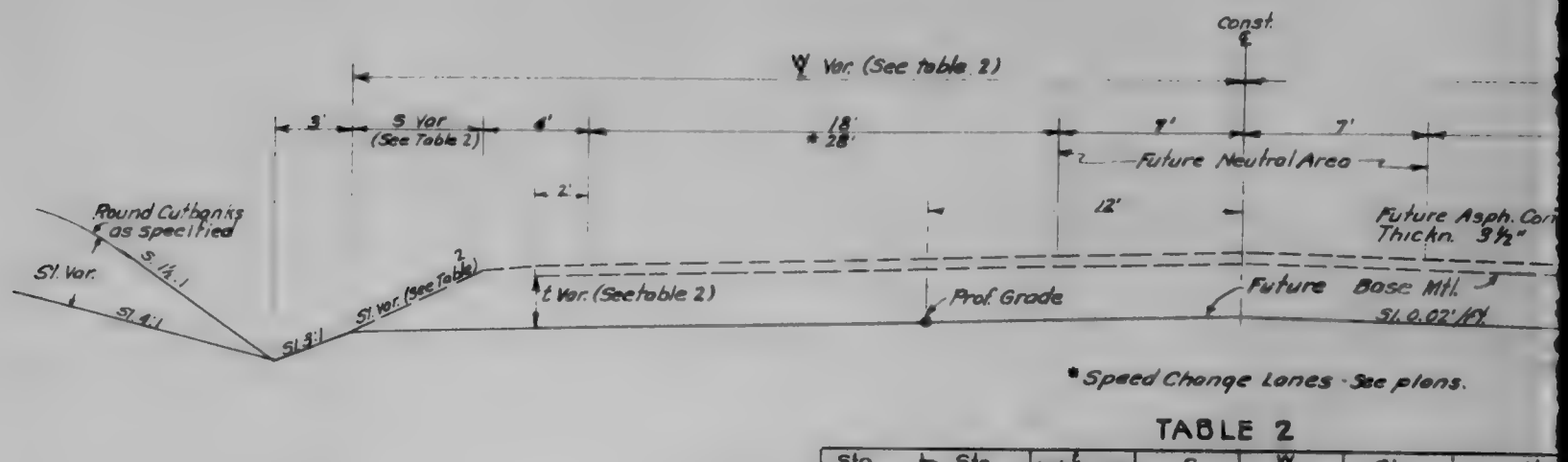
"FR" 0+30 to "FR" 7+50
*"H" 3+70 to "H" 13+50



FRONTAGE RD RT
Sta 1035+50 to Sta 1049+00

TYPICAL SECTIONS

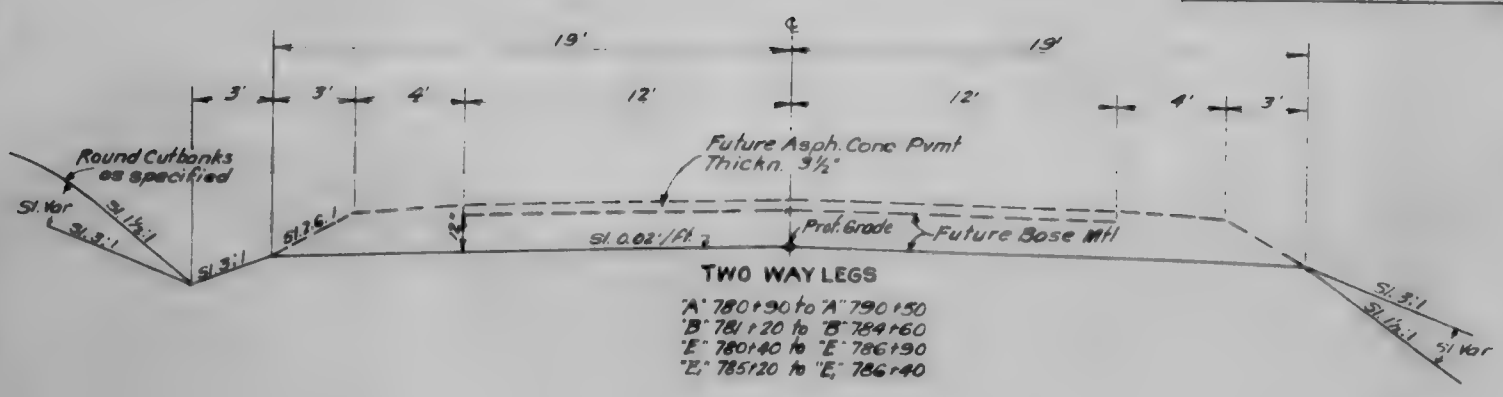




*Speed Change Lanes - See plans.

TABLE 2

Sta.	to Sta	℄ (Future Base)	S	W/2	Sl.	Ite
829+65	- 835+95	12"	Var. 5' to 4'	Var 25' to 33'	Var 2.7:1 - 3.2:1	Taper Se
835+95	- 840+00	12"	4'	33'	3.2:1	Lt Turn S
840+00	- 846+85	17"	5'	34'	3:1	Lt Turn S
846+85	- 853+15	17"	Var. 5' to 4'	Var 34' to 26'	Var 3:1 to 2.6:1	Taper Se
902+70	- 909+00	20"	6'	Var 28' to 35'	Var 3.3:1 - 3.1:1	Taper Se
909+00	- 914+00	20"	6'	35'	3.1:1	Lt Turn S
914+00	- 919+30	12"	4'	33'	3.2:1	Lt Turn S
919+30	- 925+60	12"	Var. 4' to 3'	Var 33' to 25'	Var 3.2:1 - 2.7:1	Taper Se



TWO WAY LEGS

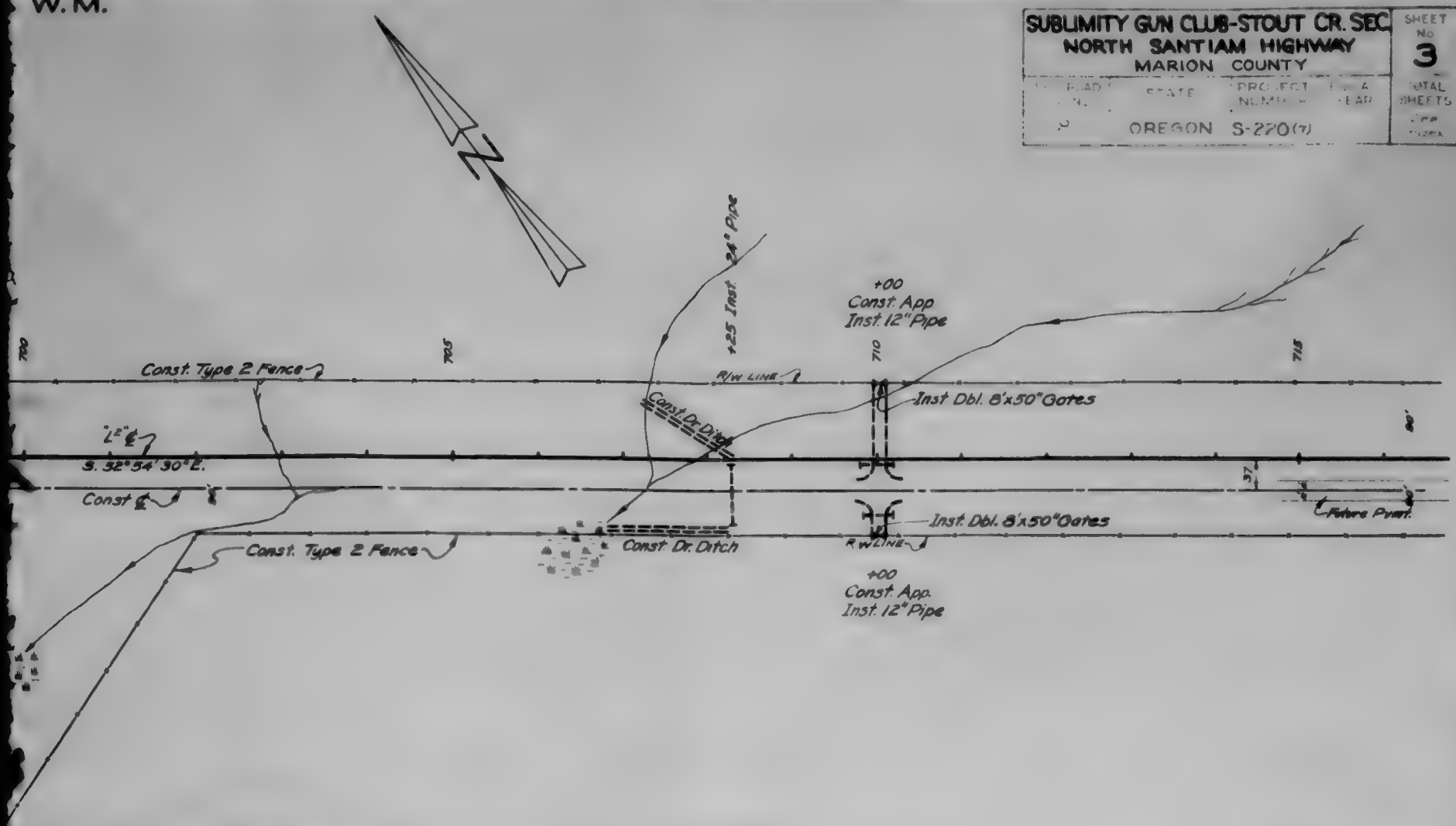
"A" 780+90 to "A" 790+50
"B" 781+20 to "B" 784+60
"E" 780+40 to "E" 786+90
"E," 785+20 to "E," 786+40

ONE WAY LEGS

"A" 790+50 to "A" 798+00 (Lt. Lane)
"E" 775+00 to "E" 780+40 (Rt Lane)
*"A, 790+50 to "A," 792+60 (Rt Lane)
*"E," 781+60 to "E," 783+70 (Rt. Lane)

W.M.

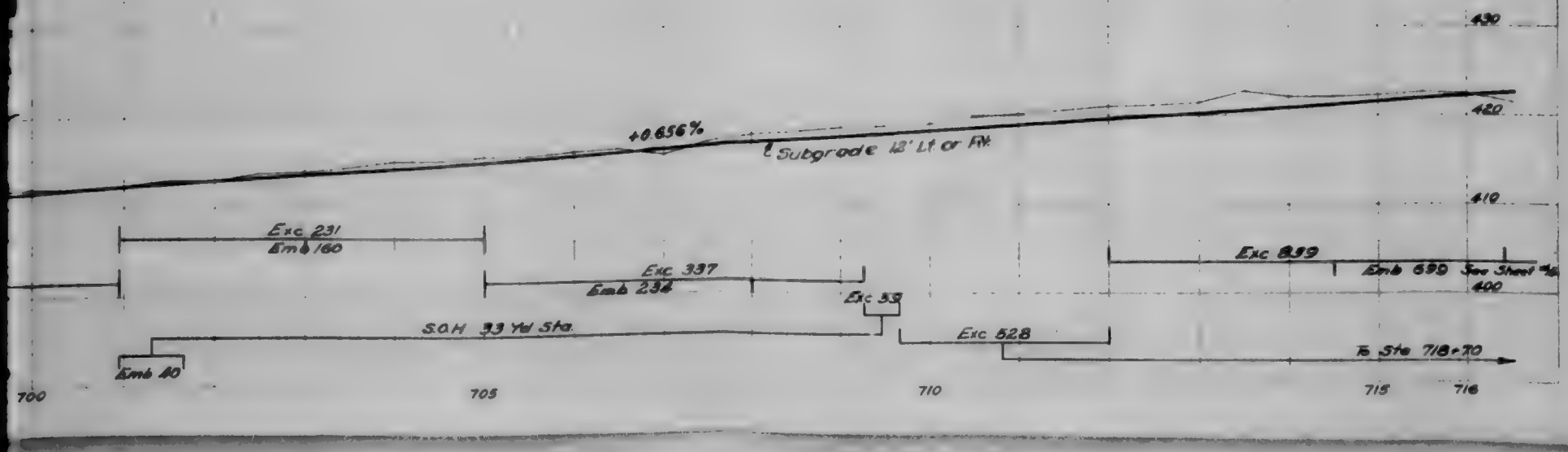
SUBLIMITY GUN CLUB-STOUT CR. SEC. NORTH SANTIAM HIGHWAY MARION COUNTY				SHEET No 3
ROAD NO.	STATE	PROJECT NUMBER	FED. AID YEAR	TOTAL SHEETS SEE INDEX
2	OREGON	S-220(7)		



Note: Approaches shown are subject to change. Approaches are to be const. only as called for by R/w Agreement, or as directed by the Engineer.

+00
Const. App. Lt. & Rt.
Inst. 2-12" Pipes - 32' Ea.
Dr. Exc. - 4 Cu. Yd.

Inst. 24" Pipe - 72'
+25 Const. Dr. Ditch Lt. & Rt.
Dr. Exc. - 75 Cu. Yd.



Sec.33 T. 8 S. R. 1 W. W.M.

To Sublimity

Allan J. Davis D.L.C. No. 66

Gabriel D. D.L.C. No. 6

+66 Inst. 18" Pipe

R/W LINE

R/W LINE

R/W LINE

R/W LINE

USC&GS BM 0-474

Future Pvmt.

Const ℄

+50 Const Rd. Conn.

Const. Temp. Connection

Aumsville

To Stayton

Note: Appr... change. Ap... called for D... by the Engi...

Const. Temp. Conn.

+50 Const. Rd. Conn.

BEGINNING OF F.A. PROJECT S-2150(7) Sta. 688+15

+66 Inst. 18" Pipe-132' Dr. Exc.-12 Cu. Yd.

+0.33%

411.51

Exc. 484

Emb 335

Emb 40...

S. 32° 54...

684 685 690 695 700

480 410 400

SUBLIMITY GUN CLUB-STOUT CR. SEC.
NORTH SANTIAM HIGHWAY
MARION COUNTY
OREGON S-220(7)
SHEET No. 4

1/2

250' Sp.
S=0°18'48"
a=0.1

0°15' C L.
TΔ = 8°02'50"
Ts = 1737.10

+00
Const App
Install 12" Pipe
Dbl. 10'x50' Gates
Type 2 Fence

Lª 735+11.16 P.S.
Lª 737+61.16 P.S.C.

740
745
+95
P/W LINE
T.H. #37
T.H. #80
T.H. #38
110'
100'
10'
37'

Inst. 8" Perf. Met Dr Pipe
℄ Future Pavement
Type 2 Fence
Inst. Dbl. 10'x50' Gates
+00
Const App
Install 12" Pipe

Inst. 22"x13" C.M.A.P.
+50
Gabriel Brown D.L.C.
Henry Foster D.L.C.

Reservoir

+00
Const App Lt. & Rt.
Install 12" Pipe Hdl-30' Ea
Dr. Exc. 2 Cu Yd.

Inst. 8" Perf. Met. Drain Pipe Lt. - 400'
Dr. Exc. - 40 Cu. Yd. B.F. in Drains - 30 Cu. Yd.

Inst. 22"x13" C.M.A. Pipe - 62'
Dr. Exc. - 4 Cu Yd.
+90

T.H. #37
T.H. #80
T.H. #38

450
440
430

+0.656%
℄ Subgrade 18' LA. or Fl.

Exc 2080
Exc 2277
Emb 1981
Exc 3205
Exc 4840
108 C-Yd Sta
To Sta 749+90
Exc 688
To Sta 751+45

735
740
745

SUBLIMITY GUN CLUB-STOUT CR. SEC.
NORTH SANTIAM HIGHWAY
MARION COUNTY

SHEET NO. 5

PROJECT NUMBER: OREGON S-220(7)

250' Sp.
S=0°18'48"
D=0.1

L² 767+29.38 P.C.S.

L² 769+79.38 P.T.

R/W LINE

Ext. Dr. Ditch

T.H. 756

S. 60°57'20" E.

Future Pvmt.

R/W LINE

+00 Inst. 22"x13"C.M.A. Pipe

2² 773+24.43 P.O.T. (SS (Rt)) =
2² 773+24.43 P.S.

140' Sp.
S=4°54'
D=5.0

2² 774+64.43 P.S.C.

7°00' C.R.
Ta=21°30'
Ts=225.57

2² 776+31.57 P.C.S.

140' Sp.
S=4°54'
D=5.0

2² 777+71.57 P.T.

S. 38°27'30" E.

2² 779+64.30 P.S.

55° C.R.
L=103.24'

R/W LINE

+00 Inst. 22"x13"C.M.A. Pipe—62'
Const. Outlet Ditch 11'
Dr. Exc.—15 Cu. Yd.

482.80 Rh.

482.27 BK

Subgrade 12' Lt. or Rt.

T.H. 56

+00 505.89

510

500

490

2000' V.C.

492.50

+0.588%

E' 600' V.C.

E' 425 490.00

E' +50

Exc. 100
Emb. 80

Exc. 1095

Exc. 2417

Exc. 32913
To Sta. 788+70

Exc. 29989
To Sta. 796+88

To Sta. 807+10

765 770 775 780

Sec. 3 T. 9 S. R. 1 W. W. M.

0°15' C. L.
TA = 8°02'30"
Ts = 1737.10

+30 Last 48" Pipe

Gabriel Brown D. L. C. No. 63
Henry Foster D. L. C.

Const. Ch. Ch

Const. Dr. Ditch

Const. Drain Ditch

℄ Future Print

Const. Dr. Ditch

Const. Type 2 Fence

Const. Dr. Ditch

T.H. #39

Const Type 2 Fence

Henry Foster D. L. C. No. 191

110'

110'

Const. Dr. Ditch Lt.
Dr. Exc. - 4 Cu. Yd.

Const. Dr. Ditch Lt.
Dr. Exc. - 14 Cu. Yd.

2'

SECTION
Drain Ditches

Inst 48" Pipe - 180'
Dr. Exc. - 30 Cu. Yd.

+50

Const. Ch. Ch. Lt.
Gen. Exc. - Incl. in Ped. bal. Dist.

Const. Dr. Ditch Rt.
Dr. Exc. - 4 Cu. Yd.

10'

SECTION
Channel Change

T.H. #39

+2.648%

℄ Subgrade 12'

448.03

450

600' V.C.

+0.656 %

Exc 400 Ch. Ch.
Emb 347

+50

440

S.O.H. 10,530 Yd Sta.

Exc 3899

S.O.H. 14,000 Yd Sta.
From Sta 740+90

430

Emb 4,210

Emb 3,592

S.O.H. 6,570 Yd. Sta.

L.O.H. 17 C-Yd Sta.

S.O.H. 3928 Yd. Sta.
From Sta 739+10

L.O.H. 2 C-Yd. Sta.

Emb 983

Exc 2,017

Emb 1,754

Emb 310

748

750

755

760

SUBLIMITY GUN CLUB-STOUT CR. SEC NORTH SANTIAM HIGHWAY MARION COUNTY				SHEET No 6
FED. ROAD DIV. No. 8	STATE OREGON	PROJECT NUMBER S-220(7)	FISCAL YEAR	TOTAL SHEETS

2
2 3

N

R/W LINE

+75

Fill Channel

Const. Type 2 Fence

R/W LINE

210'

800

825

840

100'

Const. Dr. Ditch

"L2" Line

Future Pvmt.

Construction ℄

R/W LINE

250' R.

Const. Ch. Change

Const. Type 2 Fence

Structure Under Separate Contract

"A" Line
T. C. L.
Δ = 25°00'
T = 251.66
L = 217.14

140' Sp.
S = 4°54'
D = 5.0

"A" 795+94.52 P.S.C.

"A" 798+11.66 A.C.S.

"A" 794+54.52 P.S.

"A" 799+51.66 P.T.=
"L2" 799+51.66 (Abut.)

790 795 800

Inst. 36" Pipe - 87'
Dr. Exc. - 40 Cu. Yd.

Inst. 18" Pipe - 75'
Dr. Exc. - 10 Cu. Yd.

"A" 792+00

"A" 792+12

456.83 453.60 446.40

460

450

200' V.C. -1.239% 200' V.C. +0.92% -1.239% 200' V.C. +0.40%

"A" Line Profile

"A" Line Profile

Section Channel Change at Sta. 803

20'

Const. Dr. Ditch Lt.
2' Bottom Width 1½:1 Side Sl.
Dr. Exc. - 70 Cu. Yd.

Exc. 5825 (Ch. Ch.)
Emb. 5600 (Fill Old Ch. Lt.)

450.00

800' V.C.

+1.479%

460

450

+0.40%

Subgrade 12' Lt. or Rt.

Channel Change Grade +0.20
(Quant. incl. in Roadbed Distribution)

440

S.O.H. 27,700 Yd. Sta.
From Sta. 818+60

Emb. 7,388

Exc. 3,000

Emb. 2,398

S.O.H. 4,434 Yd. Sta. L.O.H. 2 C. Yd. Sta.
From Sta. 820+10

Emb. 24,217

L.O.H. 600 C. Yd. Sta.

Emb. 660

Emb. 4,864

793 800 805 810 812

T.9 S. R.1 W. W.M.

"A" 780+ P.S.C.

"A" 778+91.81 P.S.

"A" 780+91.81 P.S.C.

Fence by Others

"B" 783+00 Inst. 12" Pipe

"A" 783+23.82 P.C.S.

"A" 785+22.82 P.T.

R/W LINE

Const Type 2 Fence

Const. Ch. Change

Const. Dike

Fill Extg. Ditch

"A" Line 8° C.R. Ta = 15°08'30" Tb = 145.26

"A" 794+54.52 P.S.

"A" 795+94.52 P.S.

S. 60°57'20" E.

Structure Under Separate Contract

"B" 782+49.67 P.S.C.

"B" 780+99.67 P.S.

"A" 791+56.09 P.C.S.

"A" 792+00 Inst. 18" Pipe

"A" 792+95.09 P.T.

Future Pvmt.

"E" 786+86 Inst. 24" Pipe

"E" Line 7° C.L. Ta = 21°30' Tb = 225.57 Lac = 167.14

"E" 786+50 Inst. 12" Pipe

Const. Ch. Ch.

Inst. 36" Pipe

R/W LINE

Const. Type 2 Fence

"E" 788+19.02 P.T.

"E" 781+50

"E" 783+00 Inst. 12" Pipe

"E" 785+39.44 P.S.C.

"E" 786+90.02 P.C.S.

"E" 786+86 Inst. 24" Pipe

"E" 786+50 Inst. 12" Pipe

Inst. 36" Pipe - 72'
Dr. Exc. - 70 Cu. Yd.

Inst. 12" Pipe - 84'
Dr. Exc. - 5 Cu. Yd.

Inst. 12" Pipe - 60'
Dr. Exc. - 5 Cu. Yd.

Inst. 12" Pipe - 42'
Dr. Exc. - 4 Cu. Yd.

Inst. 24" Pipe - 42'
Extra for Inst. under Pvmt. - 20'
Dr. Exc. - 20 Cu. Yd.

Inst. 12" Pipe - 54'
Dr. Exc. - 2 Cu. Yd.

"E" Line Profile

-2.2%

150' V.C.

-6.3%

-5.294%

-3.93%

200' V.C.

-1.50%

"B" Line Profile

+3.312%

400' V.C.

-2.64%

200' V.C.

-6.50%

200' V.C.

600' V.C.

Const. Ch. Change Lt. & Rt. - 550'
9' Bottom Width - 1½:1 Side Sl.
Gen. Exc. - 650 Cu. Yd.

Exc. 29,127
Emb 24,271

Sta. Sht. 5

S.O.H. 98,730 Yd. Sta.

Emb 27,428

From Sta. 775+90 S.O.H. 17,934 Yd. Sta. L.O.H. 1,440 C. Yd. Sta.

From Sta. 770+00 S.O.H. 14,496 Yd. Sta. L.O.H. 600 C. Yd. Sta.

Emb 24,2

780 785 790 795

SUBLIMITY GUN CLUB-STOUT CR. SEC.
NORTH SANTIAM HIGHWAY
MARION COUNTY

OREGON S-220(7)

SHEET NO. 7

N

+30 Inst. 36" Pipe

630 | 175' | 327' | 635 | 840

R/W LINE

Const. Ch. Ch.

"FR" 1+50
Inst. 12" Pipe

"FR" 3+40 Inst. 24" Pipe

S. 60°57'20" E.

Rev. 0°49' C.
Straight
0°45' C.
Rev. 0°48' C.
0°45' C.
Rev. 0°45' C.
Straight

Future Pvmt.

Type 2 Fence

R/W LINE

600'

205'

Const. Type 2 Fence

Inst. 12" Pipe

450'

Ea'le Fence

65' 65' 130' 450'

Straight
Future Pvmt.

R/W LINE
Const. Type 2 Fence

Sec. 11

Sec. 2
Sec. 11

(See Sheet 8 for Profile of Fern Ridge Road Reloc.)

Const. Ch. Ch. Lt. 370
8' Bottom Width: 1½:1 Side Sl.
(Exc. Incl. in Main Roadbed Distr.)

+30
Inst. 12" Pipe Rft. - 34'
Dr. Exc. - 5 Cu. Yd.

Inst. 36" Pipe - 112
+50 Dr. Exc. - 60 Cu. Yd.

49.67 BK.
49.23 Ahd.

+1.07%

℄ Subgrade 12' Lt. or Rt.

500
490
480

Exc 9
Emb 8

Exc 303
Emb 263

L.O.H. 332 C. Yd. Sta.

Emb 5,770

Emb 2,348

Exc 2089
Emb 1817

630 635 840

T. 9 S. R. 1 W. W.M.

Sec. 3 Sec. 2

Const. Type 2 Fence

Const. Farm Access Road

R/W LINE

Const. Type 2 Fence

Inst. 8" Perf. Metal Dr. Pipe

Future Pvmt

Future Pvmt

R/W LINE

Const. Farm Access Road

Const. Type 2 Fence

+50 Inst. 18" Pipe

(Note: Earthwork included in main Roadbed Distribution)

+4.056%

+1.00% 100' V.C.

Subgrade of ℄

PROFILE
Farm Access Rd. Lt.

(Note: Earthwork included in main Roadbed Distribution)

+8.055%

+1.80% 100' V.C.

Subgrade

PROFILE
Farm Access Rd. Rt.

Inst. 18" Pipe — 72'
Dr. Exc. — 4 Cu. Yd.

Future Rock Surf

TYPICAL SECTION
Farm Access Roads Lt. & Rt.

Inst. 8" Perf. Met. Drain Pipe Lt. — 1100
Dr. Exc. - 80 Cu. Yd. B. F. in Drains — 45 Cu. Yd.

400' V.C.

+1.479%

Exc 5934
Emb 4746

Exc 9234

Exc 739

Exc 6636

Exc 3880

Exc 1749
Emb 1521

S O H 32816 Yd. Sta

S O H 11,040 Yd Sta

SUBLIMITY GUN CLUB-STOUT CR. SEC.
NORTH SANTIAM HIGHWAY
MARION COUNTY

PROJECT NUMBER	FISCAL YEAR	SHEET No	TOTAL SHEETS
OREGON S-220(7)		8	

N

Sec. 11 | Sec. 12

+00 Inst 18" Pipe

860 865 870 875

Const. Type 2 Fence
R/W LINE
Const. Dr. Ditch

S. 60°57'20" E.

T.H. #H.A.39

105'
115'
Future Pvmt.

R/W LINE
Const. Type 2 Fence

+00 Inst. 18" Pipe

Const. Dr. Ditch Lt.
2' Bottom Width - 1½:1 Side Sl.
Dr. Exc. 100 Cu. Yd.

Inst 18" Pipe - 87'
Dr. Exc. 4 Cu. Yd.

+5.53%

℄ Subgrade 12' Lt or Rt

TH #HA 39

Inst. 18" Pipe - 95'
Dr. Exc. 3 Cu. Yd.

570
560
550
540
530

800' V.G.

Exc. 72 Cu. Yd.

Exc. 1017
Emb. 928

Exc. 3,894
Emb. 3840

Exc. 210
Emb. 191

S.O.H. 4,190 Cu. Yds. Sta. From Sta. 879+45

Emb. 696

S.O.H. 19,038 Cu. Yds. Sta. L.O.H. 118 C. Yd. Sta. From Sta. 879+10

Emb. 2,884

860 865 870 875 876

T. 9 S. R. 1 W. W.M.

3
3 4

Sec. 2
Sec. 11

Fern Ridge Road

R/W LINE

Inst. 66" Pipe

Abandon "FR"

Const Type 2 Fence

Const. Ch. Ch.

Const. Dr. Ditch

Const. Dr. Ditch 1

Future Pipe

Inst. 18" Pipe

Sec. 11

Const. Ch. Ch. Lt.
4' Bott. Width - 1½:1 Side Sl.
Dr. Exc. 15 C.Y.

Const. Dr. Ditch Rt.
2' Bottom Width - 1½:1 Side Sl.
Dr. Exc. - 180 Cu. Yd.

Const. Dr. Ditch Lt.
2' Bottom Width - 1½:1 Side Sl.
Dr. Exc. - 50 Cu. Yd.

Inst. 18" Pipe -63'
+80 Dr. Exc. 12 Cu. Yd.

Inst. 18" Pipe -63'
+80 Dr. Exc. 5 Cu. Yd.

Inst. 24" Pipe -63'
+40 Dr. Exc. 10 Cu. Yd.

Inst. 24" Pipe -51'
+30 Dr. Exc. 8 Cu. Yd.

Surf. Extg. Fern Ridge Rd.

+1.333 %

0.0 % 100' V.C.

+1.07 %

800' V.C.

513.72 +80

PROFILE - "F.R." Line
(Earthwork incl. in Main Rdbd Dist.)

Exc 878
Emb 763

Exc 26
Emb 23

Emb 865

Exc 447
Emb 359

S.O.H. (790 Yd Shr.

Exc 765

500
490
480
470
460
0 1 2 3 4 5 6 7 8 9
844 845 850 855 860

SUBLIMITY GUN CLUB–STOUT CR. SEC.
NORTH SANTIAM HIGHWAY
MARION COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	S-220(7)	

SHEET No. 9
TOTAL SHEETS

4
4 5

L² 891+89.44 P.S.
L² 894+39.44 P.S.C.
250' Sp.
S=0°37'30"
D=0.2
0°30' C.L.
TΔ=10°59'30"
TS=1948.33
Sec. 12
Spring
John House D.L.C. No. 49
Const. Type 2 Fence
R/W LINE
Const. Dr. Ditch
630'
327'
175'
T
TH #81
TH #82
TH #83
TH #84
TH #85
L² ℄
Const. ℄
Future Point
Inst. 8" Perf. Metal Drain Pipe
0°15' C.
0°30' C.
150' Taper
600'
210'
185'
265'
+20 Inst. 24" Pipe
+35
+32 Inst. 24" Pipe
Fence By Others
895
900
905
908

Inst. 8" Perf. Metal Dr. Pipe Ft. — 1080'
Dr. Exc. - 80 Cu. Yd. + B.F. in Drains - 60 Cu. Yds.
Inst. 24" Pipe - 117
Dr. Exc. - 40 Cu. Yd.
Const. Dr. Ditch Lf. - 450'
2' Bottom Width; 1½:1 Side Sl.
Dr. Exc. - 15 Cu. Yd.
Inst. 24" Pipe - 132
Dr. Exc. - 15 Cu. Yd.
-4.08%
1200' V.C.
Exc. 28,465
Emb. 27,636
Exc. 25,875
3.0 H 191,650 Yd. Sta.
4.0 H 590 C. Yd. Sta.
Emb. 24,539
Exc. 43,595
3.0 H 139,800 Yd. Sta.
Emb. 48,150
610
600
590
580
570
560
550
540
530
520
510
500
490

T.9 S. R.1 W. W.M.

Const. Type 2 Fence

R/W LINE

Inst. Dbl. 8'x30' Gates

+25 Const. Agr.

+50 Inst. 18" Pipe

Spring

TH #75

TH #76

TH #77

TH #81

TH #82

S. 60°37'20"E.

Future Point J

L² 391+89.14 P.S.

850

865

880

885

890

Inst. 18" Pipe - 318'
Or. Exc. - 2 Cu Yd

579.79 BK
579.54 AH

-0.90%

+3.85%

1400' V.C.

Subgrade 12' Lt.

Exc 786

Exc 2,172

Exc 4,170

Emb 4,049

Emb 2,827

Exc 2,474

Emb 2,853

S.O.H. 1400 Yd 3 Hor.

870

880

885

890

Chalcum River near Chalk-ld.
7-21?(12) 1955

RECEIVED
SEP 21 1957
FOR FILING

Monthly transaction number	Form PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
Project report number 9-91 5	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Oregon
		County Columbia
		Project number S-213(19)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 23, 19 56, is hereby modified as follows:

45 18

Revised estimated total cost of project $ 142,182.35

Revised Federal funds $ 88,110.00

Other revisions - None.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23rd day of September, 19 57.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Raymond

Chairman, State Highway Commission
(Title)

By M K McLean

Member, State Highway Commission
(Title)

By W P Thurman

Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C H Polk
Division Engineer

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11170

CPR 8-1998

Form P-23 (October 1954)

RECEIVED
MAY 1 DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Columbia
Project No. S-213(19)

FOR FILING
S 213(19)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 23rd day of Apr., 19 56, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 22nd day of November, 19 55, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.371 miles of grading, draining, 2-lane low type surfacing, and bridge construction, (Character of work)

between FA Route 2 in Astoria and FA Route 27 approximately 0.5 mile south of Burton, (Control points)

consisting of 0.322 miles of roadway and one (Number) bridge totaling 0.049 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of eighty-seven thousand and 00/100 dollars ($87,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one hundred forty-three thousand, one hundred eighty-seven and 00/100 dollars ($143,187.00).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

RECOMMENDED FOR APPROVAL:

W. D. Wyatt

Assistant STATE HIGHWAY ENGINEER

By _____
Chairman, State Highway Commission
(Title)

By Chas. H. Rhymes
Member, State Highway Commission
(Title)

By Wm. M. McKay
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By H. E. Anderson
Division Engineer, Bureau of Public Roads

—33205

Oregon State Highway Department

Federal Aid Secondary
Project No. S-213(19)

NEHALEM RIVER (NEHALEM) BRIDGE SOUTH OF THE

NEHALEM HIGHWAY IN COLUMBIA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Feb. 27, 1956

Type Code 2010
Roadway (Sta. 523+00 to Sta. 542+60)(Contract No. 4573)

		$	$
All Required	Clearing and Grubbing	2.50	2,500.00
120 cu. yds.	Drainage Excavation, Unclassified	1.10	300.00
8,500 cu. yds.	Special Borrow Excavation, Unclassified	0.40	3,350.00
11,600 cu. yds.	General Excavation, Unclassified	750.00	5,660.00
0.32 mile	Finishing Roadbed and Slopes	0.10	240.00
1,500 lin. ft.	Rounding Cutbanks	2.50	150.00
60 lin. ft.	12-inch Concrete Pipe	1.50	150.00
300 lin. ft.	8-inch Perforated Metal Drain Pipe	5.00	1,200.00
100 cu. yds.	Special Backfill in Drains	3.25	500.00
800 lin. ft.	Metal Guard Rail	3.00	2,600.00
3,000 cu. yds.	Quarry-run Material in Base	4.60	9,000.00
700 cu. yds.	3/4" - 0 Material in Base		3,220.00
All Required	Sprinkling		450.00
		Subtotal	$ 35,228.00
		10% Engr. & Cont.	3,522.80
		Total	$ 38,750.80

Type Code X021
Kirkonold Bridge (Sta. 535+28 to Sta. 537+38)(Contract No. 4573)

		$	$
All Required	Shoring, Cribbing, Etc.	11.00	2,000.00
370 cu. yds.	Structural Excavation	15.00	4,070.00
30 cu. yds.	Excavation Below Elevation Shown	1.40	450.00
1,400 lin. ft.	Furnish Treated Timber Piling	50.00	1,960.00
32 only	Drive Timber Piles	82.30	1,600.00
710 cu. yds.	Class "A" Concrete	0.125	58,433.00
173,000 lbs.	Metal Reinforcement	3.80	21,625.00
80 lin. ft.	3-inch Corrugated Metal Drain Pipe		304.00
All Required	Remove Old Bridge		4,500.00
		Subtotal	$ 94,942.00
		10% Engr. & Cont.	9,494.20
		Total	$104,436.20

Length of Roadway	0.321 Mile
Length of Structure	0.049 Mile
Total Length	0.370 Mile
Cost of Roadway Per Mile	$120,719.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 38,750.80	$ 23,545.00	$ 15,205.80
Structure	104,436.20	63,455.00	40,981.20
	$143,187.00	$ 87,000.00	$ 56,187.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
JAN 1957
FOR FILING

I-213 (19)

OREGON STATE HIGHWAY DEPARTMENT

(date)
March 7, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4578	10-Final	Pettijohn Engineering Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4701	H-175077	$ 9,751.69	3/7/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1956

Time Extensions: to Dec. 30, 1956

Completion Date: Dec. 29, 1956

Date Accepted: March 1, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-8-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 8 1957

Ruth Rawlings

NOTED ON CARD

RECEIVED
FEB 28 1957
FOR FILING

4578

CERTIFIED MAIL

February 27, 1957

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4578 for constructing the Nehalem River (Birkenfeld) Bridge on the Nehalem Highway in Columbia County was completed by the contractor, Pettijohn Engineering Company, on December 29, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $9,759.69 will be released to the contractor after acceptance by the Commission. The total contract amount is $134,258.71, of which amount $1,083.01 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

FORM S-120 50M REVISED 5-55

RECEIVED
DEC 28 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

S-015 (19)
4578

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 27, 1956

Pettijohn Engineering Co.
4445 N. E. Cully Blvd.
Portland 13, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 17 had under discussion your request for an extension of time from November 30, 1956 to December 30, 1956 within which to complete your contract No. 4578, for constructing the Nehalem River (Birkenfeld) Bridge on the Nehalem Highway in Columbia County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

George Danforth,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

Form E-1—10M—6-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 21, 1956

Section Nehalem River (Birkenfeld) Bridge

Kind of work Bridge, Grading & Paving

Highway Nehalem

Section prefix 106-1032

Contractor Pettijohn Engineering Co.

Contract number 4578

Date of contract December 19, 1955

Date of completion October 31, 1956

Date work started April 10, 1956

Estimated date of completion December 15, 1956

Project authorization . . . . . $ 152,232.75

Exclusive of Engineering . . . . $ 141,407.72

Per cent of time elapsed ....%

SEE RESIDENT BRIDGE ENGINEER'S REPORT

Estimated cost of completed project, exclusive of engineering . . . . . $....

Estimated per cent overrun or underrun . . . .%

Per cent of contract completed, based on total contract price . . . .%

Engineering authorization . . . . $....

Engineering cost to date $...., ...% Date project was completed ...., 19....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate (roadwork) delivered to Robert Dow, Resident Bridge Engineer, on December 18, 1956.

FINAL REPORT

RECEIVED
DEC 26 1956
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Noted
M. N. Juve

Signed E. J. Hall Res. Eng.

Address P.O. Box 543 Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 96633

DECEIVED

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.37	0.37			
Miles partially completed					
Miles completed	0.37	0.37			
Total estimated quantities (contract)	20,100 C.Y.	3,700 C.Y.			
Total quantities corrected to date	27,343 C.Y.	3,906 C.Y.			
Estimated quantities moved or placed to date	27,343 C.Y.	3,906 C.Y.			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Rain		
Tuesday	Rain		
Wednesday	Overcast		
Thursday	Showers		
Friday	Showers		
Saturday			

RECEIVED
DEC 11 1956
FOR FILING

I-21 (19)
4:78

December 11, 1956

Request for Extension of Time
No. 14
December 17 and 18 Hearing

Oregon State Highway Commission

Gentlemen:

Re: Nehalem River Bridge near
Richmond in Columbia County
Contract No. 4078

The Portlejohn Engineering Company, contractors on the Nehalem River Bridge on the Nehalem Highway near Richmond in Columbia County, has requested a second extension of time from November 30, 1956, to December 20, 1956, in which to complete the project.

Traffic was routed over the new structure during the first part of November. All work has been completed with the exception of a small amount of concrete finishing and approach embankment grading. This work has been delayed by inclement weather.

It is recommended that this extension be granted without penalty. This project is on a secondary highway and the assumed funds of the Bureau of Public Roads is not employed.

Very truly yours,

W. C. Williams
State Highway Engineer

PMS/mm
Attached

FORM S-123 50M REVISED 1-56

RECEIVED
NOV 29 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

S. Klamath
4.12

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 28, 1956

Pettijohn Engineering Co.
4145 N. E. Cully Blvd.
Portland 13, Oregon

Gentlemen:

The State Highway Commission at its meeting held on November 8 had under discussion your request for an extension of time from October 31, 1956 to November 30, 1956 within which to complete your contract No. 4578, covering construction of the Nehalem River (Birkenfeld) Bridge on the Nehalem Highway in Columbia County

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

Robert F. Dow,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
OCT 19 1956
FOR FILING

C-213 (11)
4578

October 16, 1956

Request for Extension of time
No. 12
November 8 and 9 meeting

Oregon State Highway Commission

Gentlemen:

Re: Nehalem River Bridge
at Birkenfeld in Columbia
County - Contract No. 4578

The Pettijohn Engineering Company, contractors on the Nehalem River Bridge at Birkenfeld in Columbia County has requested an extension of time from October 31, 1956, to November 30, 1956, in which to complete the contract.

The contractor on this project has made satisfactory progress and would have completed the job on time if he had not been delayed by inclement weather.

It is recommended that this extension be granted without penalty. This is a Federal-aid secondary highway project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

PMS/mm
Attached

RECEIVED
JAN 13 1956
FOR FILING

S-913(19)
4578

January 13, 1956

Pettijohn Engineering Company
4145 N. E. Cully Blvd.
Portland 13, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4578, which was awarded to you by the State Highway Commission on December 19, 1955, for constructing the Nehalem River (Birkenfeld) Bridge on the Nehalem Highway in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
DEC 21 1955
FOR FILING

2-312(19)
4578

December 21, 1955

Pettijohn Engineering Co.
4145 N. E. Cully Blvd.
Portland, Oregon

Gentlemen:

The State Highway Commission on December 19, 1955 awarded to you State Highway Contract No. 4578 for construction of Nehalem River Bridge on the Nehalem Highway in Columbia County.

This award was based on your bid of $130,178 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Prebert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
AUG 16 1955
FOR FILING

S-213(10)
1-71

August 15, 1955

Tillamook County Court
Tillamook, Oregon

Attention: Mr. August Schollmeyer
Commissioner

Gentlemen:

Following the conferences with Mr. Schollmeyer and with Mr. Schulmerich in Portland, concerning the Nehalem River Bridge, I contacted the Southern Pacific Company. They advised me that your application for a temporary crossing is in their office and they will expedite granting of permission for this temporary crossing as much as they can. They anticipate, but did not promise, that you would have the temporary permit by the end of this week. The planking of the crossing between their rails and to the end of their ties will be done by their forces. The County will make the grade and surface the remaining of the crossing.

I also asked that they expedite as much as possible preparation of the agreements between the Railroad Company and the County covering the permanent crossing and the easements for this crossing including the construction of the connecting road south of the tracks.

We were instructed by the Highway Commission to readvertise the bridge project as soon as the County had progressed far enough with the approach embankment so that the contractor would be assured of access.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Southern Pacific Company
Attention of Mr. Frank Bartlett

Mr. P. M. Stephenson
Mr. J. W. Cattrall

NOTED
G. S. PAXSON

12-1033 (Burns) Use restrict ? timber 1955
bridges on the Laurel Fcs/.
#4579 Dep., S. . . . . Forrs

A

OREGON STATE HIGHWAY DEPARTMENT

(date)
September 18, 1956

13-1033
4579

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4579	3-Final	Marshall Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20148	M-161239	$ 1,3[illegible]3.79	9/[illegible]/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: May 31, 1956

Time Extensions: None

Completion Date: May 31, 1956

Date Accepted: Aug. 16, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-19-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 19 1956

[illegible]

RECEIVED
SEP 7 1956
FOR FILING

IF 1032

4579

September 7, 1956

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Wills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4579 for reconstructing Suntex Junction Bridges on the Central Oregon Highway in Harney County was completed by the contractor, Marshall Construction Company, on May 31 and was formally accepted by the Highway Commission on August 16, 1956.

Final payment in the amount of $1,388.79 will be released to the contractor on or after September 17, 1956. The total contract amount is $30,049.66 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

RECEIVED
AUG 23 1956
FOR FILING

13-1022

4579

August 23, 1956

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Marshall Construction Co. on contract No. 4579, for reconstructing Suntex Junction Bridges on the Central Oregon Highway in Harney County. This payment, in the amount of $9,517.87, will be released to the contractor on or after September 4, 1956. The retained percentage is $886.42.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JAN 13 1956
FOR FILING

13-1032
4579

January 13, 1956

Marshall Construction Company
Box 1032
Hermiston, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4579, which was awarded to you by the State Highway Commission on December 19, 1955, for construction of bridge at Suntex Junction on the Central Oregon Highway in Harney County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
DEC 21 1955
FOR FILING

E-783
4579

December 21, 1955

Marshall Construction Co.
Box 1032
Hermiston, Oregon

Gentlemen:

The State Highway Commission on December 19, 1955 awarded to you State Highway Contract No. 4579 for reconstruction of two timber bridges on the Central Oregon Highway west of Burns in Harney County.

This award was based on your bid of $30,487.50 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephensen

15-8311 Ashland-State Line Rock Production Project on the Pacific Highway 1955

#4580

RECEIVED
JAN 21 1957
FOR FILING

January 11, 1957

FINAL COST ANALYSIS

Ashland-State Line
Contract No.4580
15-8211

Rock Production
M. C. Lininger & Sons, Contractor
Gerald Wimer, Resident Engineer

Pacific Highway
Prefix No.15-8511-201(44)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*3/4-½ Cr. Mat'l in Stockpile	2,895.22	C.Y.	$ 2.40	$ 1.944	$5,626.74	$6,943.73
*½"-¼"Cr..Mat'l in Stockpile	2,554.81	C.Y.	2.40	1.944	4,968.59	6,131.54
*¼"-10 Cr. Mat'l in Stockpile	600.00	C.Y.	2.40	1.944	1,166.88	1,440.00
**3/8"-0 Cr. Mat'l in Stockpile	8,481.54	C.Y.	2.75	2.274	19,285.32	23,324.24
S.P. Haul adj. in favor of Contractor	305	Yd.Mi.	0.12	0.12	36.60	36.60
					$31,084.13	$37,876.11
**Crushed on State Purchase Order	1,639.48	C.Y.	270	2.274	3,727.86	4,426.60
					$34,811.99	$42,302.70

*Stockpiled at plant M.P. 336.3

**Stockpiled at M.P. 334.3

W. C. WILLIAMS

Gross Revenue	$42,302.70
Total cost	34,811.99
Net Profit	$7,490.71

Net Profit equals 17.7 % of Gross Revenue

RECEIVED
1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 21 1957
FOR FILING

W. C. Williams

January 11, 1957

FINAL COST ANALYSIS

Ashland-State Line
Contract No.4580
15-8211

Rock Production
M. C. Lininger & Sons, Contractor
Gerald Wimer, Resident Engineer

Pacific Highway
Prefix No.15-8511-201(44)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*3/4-½ Cr. Mat'l in Stockpile	2,895.22	C.Y.	$ 2.40	$ 1.944	$5,626.74	$6,943.73
*½"-¼"Cr..Mat'l in Stockpile	2,554.81	C.Y.	2.40	1.944	4,968.59	6,131.54
*¼"-10 Cr. Mat'l in Stockpile	600.00	C.Y.	2.40	1.944	1,166.88	1,440.00
**3/8"-0 Cr. Mat'l in Stockpile	8,481.54	C.Y.	2.75	2.274	19,285.32	23,324.24
S.P. Haul adj. in favor of Contractor	505	Yd.Mi.	0.12	0.12	56.60	56.60
					$31,084.13	$37,876.11
**Crushed on State Purchase Order	1,639.48	C.Y.	270	2.274	3,727.86	4,426.60
					$34,811.99	$42,302.70

*Stockpiled at plant M.P. 336.5

**Stockpiled at M.P. 334.3

Gross Revenue	$42,302.70
Total cost	34,811.99
Net Profit	$7,490.71

Net Profit equals 17.7 % of Gross Revenue

W. C. WILLIAMS

RECEIVED
1957
OFFICE OF
STATE ... ENGINEER

Detail of Cost

Labor:

Labor	$ 8,441.26	
Labor Insurance	657.95	
Health and Welfare	192.52	
		$ 9,291.73

Equipment Rentals and Misc. Expense:

Equipment Rental	$15,667.86	
Gas, Oil and Grease	2,829.70	
Bond	273.00	
Small Tools	117.50	
P.L. & P.D. Insurance	105.51	
Home Office and General Overhead	424.27	
		19,417.84
		$28,709.57

Paid Harding Blasting Co. 6,102.42

Total Cost $34,811.99

Breakdown of Crushing Cost

	Quantity	Unit	Total Cost	Unit Cost
Move In & Set Up	16,169.05	Cu. Yd.	$ 2,556.37	$0.158
Drill & Shoot Quarry	"	" "	6,102.42	0.377
Load & Haul to Crusher	"	" "	8,868.74	0.548
Crushing	"	" "	10,354.72	0.640
Cost of Material in Bunker	16,169.05	Cu. Yd.	$27,882.25	$1.724
Haul and Stockpile at Plant	6,048.03	Cu. Yd.	1,332.88	0.220
Haul and Stockpile Material at Site, M.P. 334.3	10,121.02	Cu. Yd.	5,560.26	0.549

Remarks:

This was a regular "State Project" located on the Pacific Highway in Jackson County. The north end of the project was approximately 0.06 mile north of the junction of the Pacific Highway and the Green Springs Highway in Ashland. The south end of the project was at the Oregon-California State Line. The overall length was 16.15 miles.

The work to be done under the contract consisted of the furnishing of approximately 14,000 cubic yards of crushed material in stockpile for later use in the maintenance work on this section of highway.

The project was bid and awarded to M. C. Lininger & Sons, Medford, Oregon, on December 19th, 1955. The contractor began work on the project on February 9th, 1956 and completed the project on May 25th, 1956. The principal contractor hired the Harding Blasting Company to drill and shoot the quarry. They moved their equipment, consisting of a 600 CFM compressor and two wagon drills, into the state-controlled quarry located on the west side of the highway at M.P. 336.3 and began drilling on February 9th, 1956. The drilling was hampered by snow and cold weather. The quarry was shot during the week ending March 31st, 1956.

The principal contractor began moving in his three-crusher plant on April 9th, 1956 and began crushing on April 19th, 1956. He operated two shifts and completed the project on May 25th, 1956.

The contractor's equipment consisted of a 3-crusher crushing plant, nine 8 cu. yd. trucks, a D-7 Caterpillar dozer and such other necessary equipment as needed.

While crushing for the contract the contractor crushed out 1,639.48 cu. yd. of material on a State purchase order.

The contractor, having good equipment, supervising the work himself and good bid prices, made a good profit.

M. N. Juve
Chief Cost Analyst

By . . F. W. Sugnet

15-8311

4580

OREGON STATE HIGHWAY DEPARTMENT

(date) July 10, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4580	1-Final	M. G. Lininger & Sons	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
13712	R-154652	$ 1,136.28	7/10/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1956

Time Extensions: None

Completion Date: May 25, 1956

Date Accepted: July 12, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-18-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUL 18 1956

Ruth Rawlings

NOTED ON CARD

gl

RECEIVED
JUN 28 1956
FOR FILING
15-711
1580
CERTIFIED MAIL

June 27, 1956

Maryland Casualty Co.
Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

State Highway Contract No. 4580 for work performed on the Ashland-State Line Section of the Pacific Highway in Jackson County was completed by the contractor, M.C. Lininger & Sons, on May 25, 1956 but has not as yet been accepted by the Commission.

Final payment in the amount of $1,136.28 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $37,876.11 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Maryland Casualty Co.
Baltimore 3
Maryland

NOTED ON CARD

RECEIVED
JUN 13 1956
FOR FILING

15-8311

4580

June 12, 1956

CERTIFIED MAIL

Maryland Casualty Co.
Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to M.C. Lininger & Sons on contract No. 4580, for rock production on the Ashland-State Line Section of the Pacific Highway in Jackson County.

This payment, in the amount of $12,642.33, will be released to the contractor on or after June 22, 1956. The retained percentage is $1,136.28.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Maryland Casualty Co.
Baltimore 3
Maryland

NOTED ON CARD

Form E-1-Rev 6-55—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

15-8311

For Week Ending 2 June 56, 19

Section	Ashland - State Line	Kind of work	rock production
Highway	Pacific	Section prefix	15-8311
Contractor	M C Lininger & Sons	Contract number	4580
Date of contract	19 Dec 55, 19	Date of completion	31 July 56, 19
Date work started	9 Feb 56, 19	Estimated date of completion	25 May 56, 19
Project authorization	$ 40,950.00	Per cent of time elapsed	74 %
Exclusive of Engineering	$ 38,038.00		
Estimated cost of completed project, exclusive of engineering			$37,876.11
Estimated per cent overrun or underrun		underrun	1.9 %
Per cent of contract completed, based on total contract price			100 %
Engineering authorization	$ 2912		
Engineering cost to date	$ 2210, 76 %	Date project was completed	25 May 56, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Pile at Site "A" re-measured on Monday. Office computations were made on Tuesday. Did not work on Wednesday, a holiday. Quantities were checked and semi-final estimate prepared and submitted on Thursday.

FINAL REPORT

RECEIVED
JUN 1956
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
L. H. Young

NOTED
V. D. WOLFE
Res Engr

Signed

Address PO Box 1122, Medford

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86365

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)		14,000			
Total quantities corrected to date		14,530			
Estimated quantities moved or placed to date		14,530			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	clear		
Tuesday	clear		
Wednesday	showers		
Thursday	showers		
Friday	overcast		
Saturday			

RECEIVED
MAY 21 1956
FOR FILING

15-8311
4500

May 2, 1956

M. C. Lininger & Sons
Post Office Box 1386
Medford, Oregon

Gentlemen:

This letter is your authority to sell to the Pacific Telephone and Telegraph Company approximately 500 cubic yards of crushed rock from the state-owned quarry at M.P. 336.3, Ashland-State Line Section.

The sale of this rock is conditioned on the following:

1. You are to make your own arrangements with the Pacific Telephone and Telegraph Company.

2. You are to pay to the State 10¢ per cubic yard royalty for materials sold to the Company.

If you intend to proceed on this basis, please sign the copy of letter attached and return it immediately to this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:mm

ABOVE PROPOSAL ACCEPTED:

_____

Date: _____

cc Mr. Forrest Cooper
Mr. Tom Edwards

FORM E20—50M—2-55—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24, 1956

SUBJECT: Sale of Quarry Rock
Ashland-State Line
Rock Production
Contract No. 4580

To:

Mr. W. C. Williams
Deputy State Highway Engineer

O f f i c e

NOTED
W. C. WILLIAMS

Herewith copy of letter from M. C. Lininger & Sons, contractors on the subject named job, in which they request permission to sell 500 cubic yards of 3/4-0 crushed rock to the Pacific Telephone & Telegraph Company for an access road to a nearby micro-wave station near the Siskiyou Summit.

In view of the fact that the nearest commercial plant is twenty miles away with no suitable materials on hand, I recommend that a letter be sent to Mr. Earl E. Lininger granting permission to sell this material and that a royalty charge be made of 10 cents a yard.

L. H. Young
Ass't Construction Engineer

LHY:ep

Attach.

RECEIVED
APR 25 1956
OFFICE OF
STATE HIGHWAY ENGINEER

M. C. LININGER & SONS

General Contractors

P. O Box 1336 - Medford, Oregon

April 19, 1956

Oregon State Highway Dept.

Salem, Oregon

RE: Siskiyou Summit- Ashland Co. Line, Cont. # 4580

Gentlemen;

We would like to get permission to sell to the Pacific Telephone & Telegraph Company 500 cubic yards of 3/4-0 crushed rock. This material would come from the State quarry at M.P. 336.2 at Siskiyou Summit on Highway 99.

The Telephone Company wants the rock for use on their road to a micro-wave station near Siskiyou Summit.

The nearest commercial plant is about 20 miles north on Highway 99. We are the operators of that plant also, and don't have the material available for them at this time.

Sincerely yours,

Earl E Lininger

Earl E. Lininger
M. C. Lininger & Sons

EL/hj

RECEIVED
JAN 19 1956
FOR FILING

15-8311
4580

January 19, 1956

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4580, which was awarded to you on December 19, 1955 by the State Highway Commission, for rock production on the Ashland-State Line Section of the Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
DEC 21 1955
FOR FILING

15-2511
4580

December 21, 1955

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission on December 19, 1955 awarded to you State Highway Contract No. 4580 for Ashland-State Line Rock Production Project on the Pacific Highway in Jackson County.

This award was based on your bid of $36,400 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

15-1049 Rock Point-Medford Sec. of the 1955
Pacific Highway.
#4581

14-1 49 Rock Point-Medford Sec. of the 1955
Pacific Highway.
#1591

FORM E-100 5M6 REVISED 3-56

RECEIVED
DEC 28 1956
FOR FILING
IE-1049
4581

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
Coos Bay

CHAS. H. REYNOLDS, MEMBER
La Grande

M. K. McIVER, MEMBER
Portland

H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

December 27, 1956

Steeck Electric Co.
633 S. E. Stephens St.
Roseburg, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 17 had under discussion your request for an extension of time from April 30, 1956 to October 30, 1956, the date of completion, within which to complete your contract No. 4581, for illumination installation on the Rock Point-Medford Section of the Pacific Highway in Jackson County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. D. Morgan,
Division Engineer

Philip M. Oakley,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
DEC 21 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

15-1041

(date)
December 13, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4581	4-Final	Steeck Electric Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
26624	H-168051	$ 1,[illegible].77	12/13/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: April 30, 1956

Time Extensions: to Oct. 30, 1956

Completion Date: Oct. 30, 1956

Date Accepted: Dec. 17, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-21-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 21 1956

NOTED ON CARD

RECEIVED
DEC 4 1956
FOR FILING

4581

CERTIFIED MAIL

December 4, 1956

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4581 for illumination on the Rock Point-Medford Section of the Pacific Highway in Jackson County was completed by the contractor, Steeck Electric Co., on October 30, 1956 but has not as yet been accepted by the Commission.

Final payment in the amount of $1,878.77 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $12,957.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Maryland Casualty Co.
P. E. Fowler, Agent
Equitable Bldg.
Portland, Oregon

NOTED ON CARD

RECEIVED
DEC 5 1956
FOR FILING

12-1-41

4541

December 4, 1956

Request for Extension of Time
No. 13
December 17 and 18 meeting

Oregon State Highway Commission

Gentlemen:

Re: Rock Point-Medford Section
Illumination Installation
in Jackson County
Contract No. 4541

The Stowell Electric Company, contractors on the Rock Point-Medford Section Illumination Installation, has requested an extension of time from April 30, 1956, to October 31, 1956, the date of completion.

The contractor was delayed by the non-arrival of equipment and materials, and by the failure of the California-Oregon Power Company to raise their power lines to clear the light poles.

It is recommended that this extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

H. C. Williams
State Highway Engineer

PHS/vm

Attached

RECEIVED
JAN 21 1956
FOR FILING

4581

January 24, 1956

Steeck Electric Company
633 S. E. Stephens St.
Roseburg, Oregon

Gentlemen:

We enclose herewith for your files three fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4574, covering Medford (Riverside & Stewart Avenues) Section traffic signal installation in Jackson County, awarded December 16, 1955.

Contract No. 4581, covering the Rock Point-Medford Section illumination installation on the Pacific Highway in Jackson County, awarded December 19, 1955.

Contract No. 4582, covering illumination installation on the Willamette Highway Junction Section of The Dalles-California and Willamette Highways in Klamath County, awarded December 19, 1955.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
DEC 21 1955
FOR FILING

15-1049
4551

December 21, 1955

Stoeck Electric Co.
119 N. Stephens Street
Roseburg, Oregon

Gentlemen:

The State Highway Commission on December 19, 1955 awarded to you State Highway Contract No. 4581 for illumination of six intersections on the Rock Point-Medford Section of the Pacific Highway in Jackson County.

This award was based on your bid of $12,957 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

smm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

18-1402 Willamette Highway Jct. Sec. 1935
of The Dalles-California Hwy.
4582 and Willamette Hwy.

OREGON STATE HIGHWAY DEPARTMENT

(date)
November 8, 1956

18-16.02
4582

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4582	1 Final	Stacek Electric Company	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23940	H 165106	$ 1,018.38	November 8, 1956

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

F. Cole
ACCOUNTING DIVISION

Specified completion Date: April 30, 1956

Time Extensions: to Aug. 30, 1956

Completion Date: Aug. 30, 1956

Date Accepted: Nov. 8, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-15-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: NOV 16 1956

Ruth Rawlings

NOTED ON CARD

OREGON STATE HIGHWAY DEPARTMENT

(date)
November 8, 1956

18-16.02
4582

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4582	1 Final	Steeck Electric Company	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23940	H 165106	$ 1,018.38	November 8, 1956

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

F. Cole
ACCOUNTING DIVISION

Specified completion Date: April 30, 1956

Time Extensions: to Aug. 30, 1956

Completion Date: Aug. 30, 1956

Date Accepted: Nov. 8, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-15-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: NOV 16 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
OCT 29 1956
FOR FILING

October 29, 1956

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4582 for illumination installation on the Willamette Highway Junction Section of the The Dalles-California and Willamette Highways in Klamath County was completed by the contractor, Steeck Electric Co., on August 30, 1956 but has not as yet been accepted by the Commission.

Final payment in the amount of $1,018.38 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $8,147.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Maryland Casualty Co.
P. E. Fowler, Agent
Equitable Bldg.
Portland, Oregon

NOTED ON CARD

FORM S-100 SOM REVISED 2-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

RECEIVED
OCT 10 1956
FOR FILING

18-160
1458

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 9, 1956

Steeck Electric Co.
633 S. E. Stephens St.
Roseburg, Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 27 had under discussion your request for an extension of time from April 30, 1956 to August 30, 1956, the completion date of the contract, within which to complete your contract No. 4582, for illumination installation on the Willamette Highway Junction Section of The Dalles-California and Willamette Highways in Klamath County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:

Dean Swift,
Division Engineer

Roy Norton,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
SEP 19 1956
FOR FILING

11-110-1
4582

September 18, 1956

Request for extension of time
No. 47
September 27 and 28 meeting

Oregon State Highway Commission

Gentlemen:

Re: Willamette Highway Junction
Illumination installation in
Klamath County
Contract No. 4082

The Veneck Electric Company, contractors on the Willamette Highway Junction Illumination installation in Klamath County, has requested an extension of time from April 30, 1956, to August 30, 1956, the completion date of the project.

Inclement weather and delay in the arrival of materials prevented the contractor from starting work until April 7, 1956. Work was completed to the extent that the installation was put in operation on July 17, 1956.

It is recommended that this extension be granted without penalty. This is a waste project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. C. Williams
State Highway Engineer

PHS/mm

RECEIVED
JAN 21 1956
FOR FILING

12-14-2
4582

January 24, 1956

Steeck Electric Company
633 S. E. Stephens St.
Roseburg, Oregon

Gentlemen:

We enclose herewith for your files three fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4574, covering Medford (Riverside & Stewart Avenues) Section traffic signal installation in Jackson County, awarded December 16, 1955.

Contract No. 4581, covering the Rock Point-Medford Section illumination installation on the Pacific Highway in Jackson County, awarded December 19, 1955.

Contract No. 4582, covering illumination installation on the Willamette Highway Junction Section of The Dalles-California and Willamette Highways in Klamath County, awarded December 19, 1955.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
DEC 21 1955
FOR FILING

18-1(10)
45(1)

December 21, 1955

Steeck Electric Co.
119 N. Stephens Street
Roseburg, Oregon

Gentlemen:

The State Highway Commission on December 19, 1955 awarded to you State Highway Contract No. 4584 for general illumination of the intersection on the Willamette Highway Junction Section of The Dalles-California Highway and Willamette Highway in Klamath County.

This award was based on your bid of $8,147 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

20-1611 42nd Ave.-McKenzie Hwy. 1955
Springfield traffic signals.
#4583

A

F.O. 1611

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 20, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4583	3-Final	Trowbridge Electric Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
14643	B-155556	$ 601.80	7/20/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: April 30, 1956

Time Extensions: to June 29, 1956

Completion Date: June 27, 1956

Date Accepted: July 12, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-23-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUL 24 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
JUL 10 1956
FOR FILING

2R-1.11

4583

July 9, 1956

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Building
San Francisco 4, California

Gentlemen:

State highway contract No. 4583 for work performed on the East Springfield Section of the McKenzie Highway in Lane County was completed by the contractor, Trowbridge Electric Co., on June 27, 1956, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $601.80 will be released to the contractor after acceptance by the Commission. The total contract amount is $5,220.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - Saint Paul-Mercury Indemnity Co.
Ken Bailey Insurance Agency
Pacific Bldg.
Roseburg, Oregon

NOTED ON CARD
7-9-56

RECEIVED
JUN 14 1956
COMMISSIONERS
FOR FILING

BEN R. CORNILIUS
Coos Bay
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. [illegible], MEMBER
PORTLAND
H. B. [illegible]
SECRETARY

21-1-1
4583

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 14, 1956

Trowbridge Electric Co.
136 N. Jackson St.
Roseburg, Oregon

Gentlemen:

The State Highway Commission at its meeting held on June 4 had under discussion your request for an extension of time from April 30, 1956 to June 29, 1956 within which to complete your contract No. 4583, for installing traffic signal at East Springfield in Lane County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

W. A. Palmateer,
Resident Engineer

P. H. Stephenson,
Bridge Engineer

RECEIVED
MAY 21 1956
FOR FILING

20-1611

4.82

May 16, 1956

Oregon State Highway Commission

Request for extension of time
No. 2
June 4 and 5 meeting.

Gentlemen:

Re: East Springfield Traffic Signals
Contract No. 4013

Trowbridge Electric Company, contractor on the East Springfield Traffic Signals on the Pacific Highway in Lane County, has requested an extension of time from April 30, 1956, to June 29, 1956, in which to complete the contract.

The non-arrival of traffic signal equipment and material delayed the starting of work on this contract.

It is recommended that this extension be granted without penalty. This is a state project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/dp
Attached

RECEIVED
JAN 10 1956
FOR FILING

20-16 11
4583

January 10, 1956

Trowbridge Electric Co.
136 N. Jackson St.
Roseburg, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission December 19, 1955, as follows:

Contract No. 4583, covering traffic signal installation at East Springfield on the McKenzie Highway in Lane County.

Contract No. 4584, covering traffic signal installation on the Hunsaker Lane-Fir Lane Section of the Junction City-Eugene Highway in Lane County.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
DEC 21 1955
FOR FILING

20-1611
4:12

December 21, 1955

Trowbridge Electric Company
136 N. Jackson Street
Roseburg, Oregon

Gentlemen:

The State Highway Commission on December 19, 1955 awarded to you State Highway Contract No. 4583 for installation of one fully-activated traffic control signal on the East Springfield Section of the McKenzie Highway in Lane County.

This award was based on your bid of $5,160 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Prebert
R. G. Savage, SIAC
P. M. Stephensen

FORM S-123 SCM REVISED 5-55

RECEIVED
DEC 28 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 12, 1955

Board of County Commissioners
Lane County
Eugene, Oregon

NOTED
State Highway Engineer

Gentlemen:

This will acknowledge receipt of your letter of November 9, requesting approval of the traffic signal recently installed at the intersection of 42nd Street and the main entrance to the Weyerhaeuser Timber Company plant east of Springfield. This matter has been investigated and inasmuch as the installation operates as a flashing beacon during the major part of the day, a center-suspended signal as installed is approved.

It might be well for you to consider adjusting the vertical clearance from 14 feet to 15 feet. This suggestion is offered because all of our signals are mounted 15 feet above the pavement and truck drivers with overheight loads have become accustomed to this.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

cc Mr. R. H. Baldock
Mr. F. B. Crandall

FORM E-30X—90,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 18, 1955

SUBJECT: Existing Traffic Signal Installation
North 42nd and Weyerhaeuser Timber Co. Road
East of Springfield

To: Val Johnson
Traffic Control Engineer
Office

I have previously explained in a recent report to you the historical background of the existing traffic signal installation at the above-named location. The signal operation is adequately explained in the attached sketch. A field inspection of the installation revealed that all material used is of a type that meets the requirements of our standard specifications.

It is realized that the center suspended type of installation is not a standard that is approved by the Highway Department. It is standard, however, for a flashing beacon installation. Since there is only a 45 minute period out of each day that it is under normal operation as a traffic signal, it is felt that the function is primarily that of a flashing beacon. It is therefore recommended that this installation be approved if the proper parties will agree to adjust the minimum vertical clearance from the pavement surface to the bottom of the signal head to our standard 15 feet.

L.E. George
Signal Engineer

LEG:imf
attachment

WCW

LANE COUNTY

November 9, 1955

Mr. F.B. Crandall
Traffic Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Crandall:

We wish to apply for a permit for a traffic control light at the intersection of 42nd Street, a county road, and the main plant entrance to the Weyerhaeuser Timber Company.

Enclosed is a map of the area and details as to the operation of the light and measurements of the light from the road surface.

If any additional information is required for this application, kindly let us know.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

By

s/ Ralph Petersen
County Commissioner

s/ Kenneth Nielsen
County Commissioner

s/ Robert W. Straub
County Commissioner

RSW:rw

encl.

copy made
12-8-55
imf

RECEIVED
AUG 31 1955
FOR FILING

20-1-11
4583

4l-5
5/11/55

Salem, Oregon
August 16, 1955

Mr. F. B. Crandall
Traffic Engineer
Office

Dear Mr. Crandall:

The State Highway Commission at its meeting on August 11 authorized installation of a full-actuated traffic signal at the intersection of 42nd Avenue with the McKenzie Highway east of the City of Springfield at an estimated cost of $5,000. This is in conformity with the recommendation contained in your report to Mr. Baldock, dated July, 1955.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

RECEIVED
AUG 8 - 1955
FOR FILING

Print
Traffic
Lists
Springfield

August 5, 1955

Oregon State Highway Commission

Gentlemen:

The Traffic Engineer as a part of a program for remedying accident-prone locations has given study to the intersection of 42nd Avenue with the Mckenzie Highway (OR126) east of Springfield. This intersection stands quite high on our "high accident" list of unsignalized rural intersections.

Investigation discloses that most of the conditions at the intersections more than meet the minimum warrants for signalization. The pedestrian warrant is the only one of the four not met. At this intersection, the speed at or below which 85 per cent of the vehicles approach the intersection is 36 miles per hour. Almost 50 per cent of the 40 accidents in the 1950-1954 period of study were of a type that might have been prevented by traffic signals.

This intersection is rural, and it is recommended that a full-actuated traffic signal be installed at this intersection at a total estimated cost of $5,000. There are sufficient monies in the 1955 Minor Betterment Budget-Traffic Signal Projects to be Selected to cover this cost.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. F. E. Crandall
Mr. C. H. Maison

JAH:ns lg

FORM E30—50M—10-54—79488

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 2, 1955

SUBJECT: Investigation of Traffic Conditions
42nd Avenue and McKenzie Highway
East of Springfield.

To: Mr. W. C. Williams
Deputy Highway Engineer

Attached is a suggested draft of a letter to the Commission recommending installation of full actuated traffic signal at the above location. Also attached is a copy of our detailed report.

There are five unsignaled rural intersections with the "worst accident" experience than this one. They are: Union and Denver Avenues, Jantzen Beach, the aceess at East Albany Junction and US99 and US199, Grants Pass. All of these are in the process of re-design to the end of improving traffic conditions and separating cross movements.

This traffic signal installation fits in with the recommended over-all program for Eugene and was originally included with Proposal No. 29. The signal also adapts to the extension of "Q" Street at some future date.

F. B. Crandall
Traffic Engineer

JAH:ns

Attachment

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
July, 1955

INVESTIGATION OF TRAFFIC CONDITIONS
McKenzie Highway - At 42nd Avenue
US126 - Hwy. No. 15 - M.P. 3.48

Recommendation:

It is recommended that a fully actuated traffic signal be installed on the McKenzie Highway at its intersection with 42nd Avenue east of Springfield.

Historical Backgfound:

During the past years, there have been several requests for traffic signals, flashing beacons, and illumination at this intersection. As a result of these request, luminaire units were installed in November, 1952.

This investigation and report was initiated by the Traffic Engineering Division as part of a program for remedying accident prone locations.

Investigation:

This is a standard right angle "X" type intersection as shown on the attached sketch map. The bituminous pavement of US126 is 24 feet in width, with eight foot graveled shoulders. The concrete pavement of 42nd Avenue is 18 feet in width, with three foot graveled shoulders. Roadside development consists of a service station in the southwest quadrant and a truck scale house in the northwest quadrant. Vehicles entering US126 from 42nd Avenue are required to stop. There are two luminaire units at this intersection. Normally there is no sight distance restriction for vehicles entering US126. When the truck scales are operating, there are occasions when there are several trucks waiting to be weighed, which results in a temporary sight distance restriction. A Weyerhaeuser Timber Company mill located north of this intersection causes a heavy west to north movement in the morning and the reverse movement in the evening.

The table below gives the traffic signal warrant comparisons as determined from a traffic count taken on June 23, 1955:

Item	Observed	Minimum Warrant
Total Volume Warrant:		
Average hourly total volume (Max. 8 hrs.)	747	500
Average hourly cross-street volume (Max 8 hrs.)	179	125
Pedestrian Warrant:		
Average hourly pedestrian volume across US126 (Max. 8 hrs.)	3	125
Average hourly vehicle volume on US126 (Max 8 hrs.)	531	300
Interruption of Through Traffic Warrant:		
Average hourly vehicle volume on US126 (Max. 8 hrs.)	391	500
Average hourly combined volume across US126 (Max. 8 hrs.)	182	50
Accident Warrant:		
Preventable Accidents (last 12 months)	5	5

During the period from January 1, 1950, to December 31, 1954, there were 40 accidents reported at this intersection. Eight persons were injured in six non-fatal accidents. There were no fatalities or pedestrian accidents. There were 24 turning, seven angle, and seven rear-end types of collisions. Since this intersection was illuminated, there has been a reduction in nighttime accidents. There was a total of nine accidents of the type that might have been prevented by a left turn refuge. As shown on the attached collision diagram, there has been a recent increase in the number of accidents at this intersection.

As shown by the above table, there was a total of five accidents of a type that might have been prevented by traffic signals during the past twelve months. Nineteen of the total 40 accidents were of a signal preventable type. Recently, the inclination has been for more severe preventable accidents.

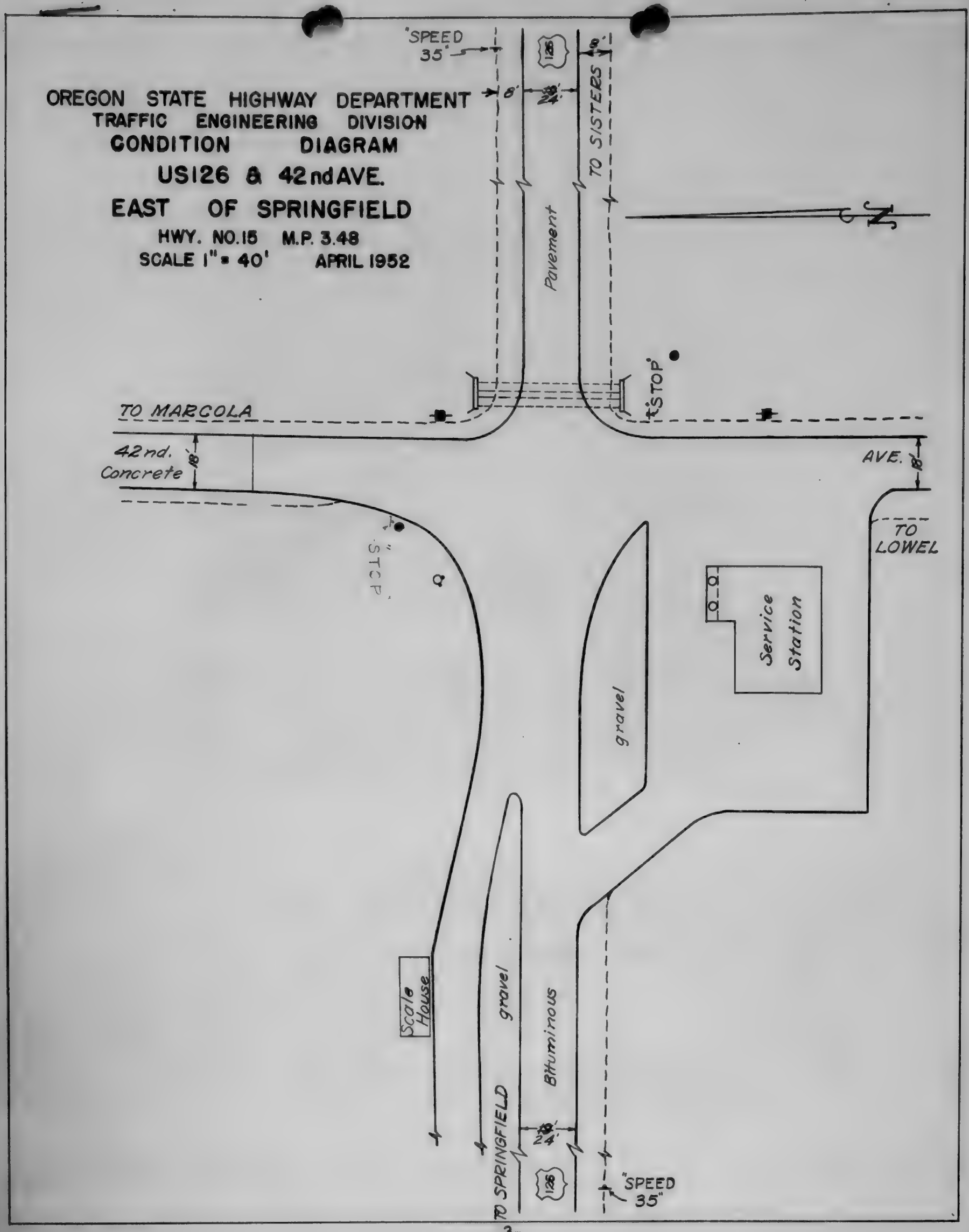
The speed at or below which 85% of the vehicles on US126 were approaching this intersection was 36.00 MPH. The ten-mile range containing the largest number of vehicles was from 27 to 37 MPH and represented 69% of the total sample. A maximum speed of 45 MPH was observed. There were 21% of the vehicles exceeding the 35 MPH indicated speed.

Installing a traffic signal at this intersection would probably increase the number of rear-end type accidents and the total delay. Advance "TRAFFIC SIGNALS AHEAD" signs with attached flashing beacons would minimize the potential rear-end collisions. A traffic signal would have the desirable tendency to break US126 traffic into platoons. In view of the fact that almost half of the accidents at this intersection are preventable, the advantages of a traffic signal outweigh the disadvantages. As shown by the table, both the accident warrant and the vehicle volume warrant for rural intersections as set forth in the Manual on Uniform Traffic Control Devices are met. The total estimated cost of a fully actuated signal including the advance warning signs is $5,000. A fully actuated signal is recommended because of the widely fluctuating movements on 42nd Avenue.

The entire section of US126 east of Springfield is congested and hazardous. The "Q" Street bypass as recommended in the Eugene-Springfield Area Origin Destination Study and Route Analysis would relieve a considerable amount of traffic. There is also need for access control throughout this section. In the event the highway is widened to four lanes, it is recommended that left turn refuges be constructed at 42nd Avenue.

RC:kg/imf

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
CONDITION DIAGRAM
US126 & 42nd AVE.
EAST OF SPRINGFIELD
HWY. NO. 15 M.P. 3.48
SCALE 1" = 40' APRIL 1952



1

2

3

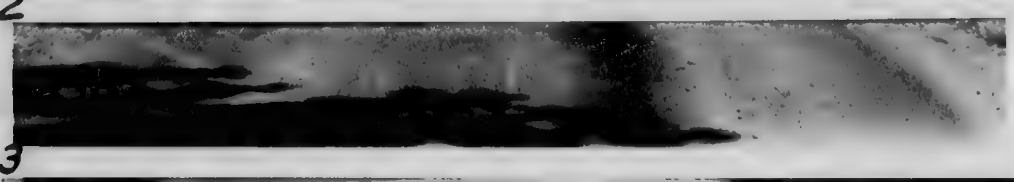
4

TYPICAL VIEWS

Intersection of the McKenzie Highway and 42nd Ave.
East of Springfield

1. Looking east on US126 from 100 feet west of 42nd Ave.
2. Looking west on US126 from 100 feet east of 42nd Ave.
3. Looking north on 42nd Ave. from 100 feet south of US126.
4. Looking south on 42nd Ave. from 100 feet north of US126.

2



3

4

TYPICAL VIEWS

Intersection of the McKenzie Highway and 42nd Ave.
East of Springfield

1. Looking east on US126 from 100 feet west of 42nd Ave.
2. Looking west on US126 from 100 feet east of 42nd Ave.
3. Looking north on 42nd Ave. from 100 feet south of US126.
4. Looking south on 42nd Ave. from 100 feet north of US126.

3804

3

4

TYPICAL VIEWS
Intersection of the McKenzie Highway and 42nd Ave.
East of Springfield

1. Looking east on US126 from 100 feet west of 42nd Ave.
2. Looking west on US126 from 100 feet east of 42nd Ave.
3. Looking north on 42nd Ave. from 100 feet south of US126.
4. Looking south on 42nd Ave. from 100 feet north of US126.

3904

4

TYPICAL VIEWS

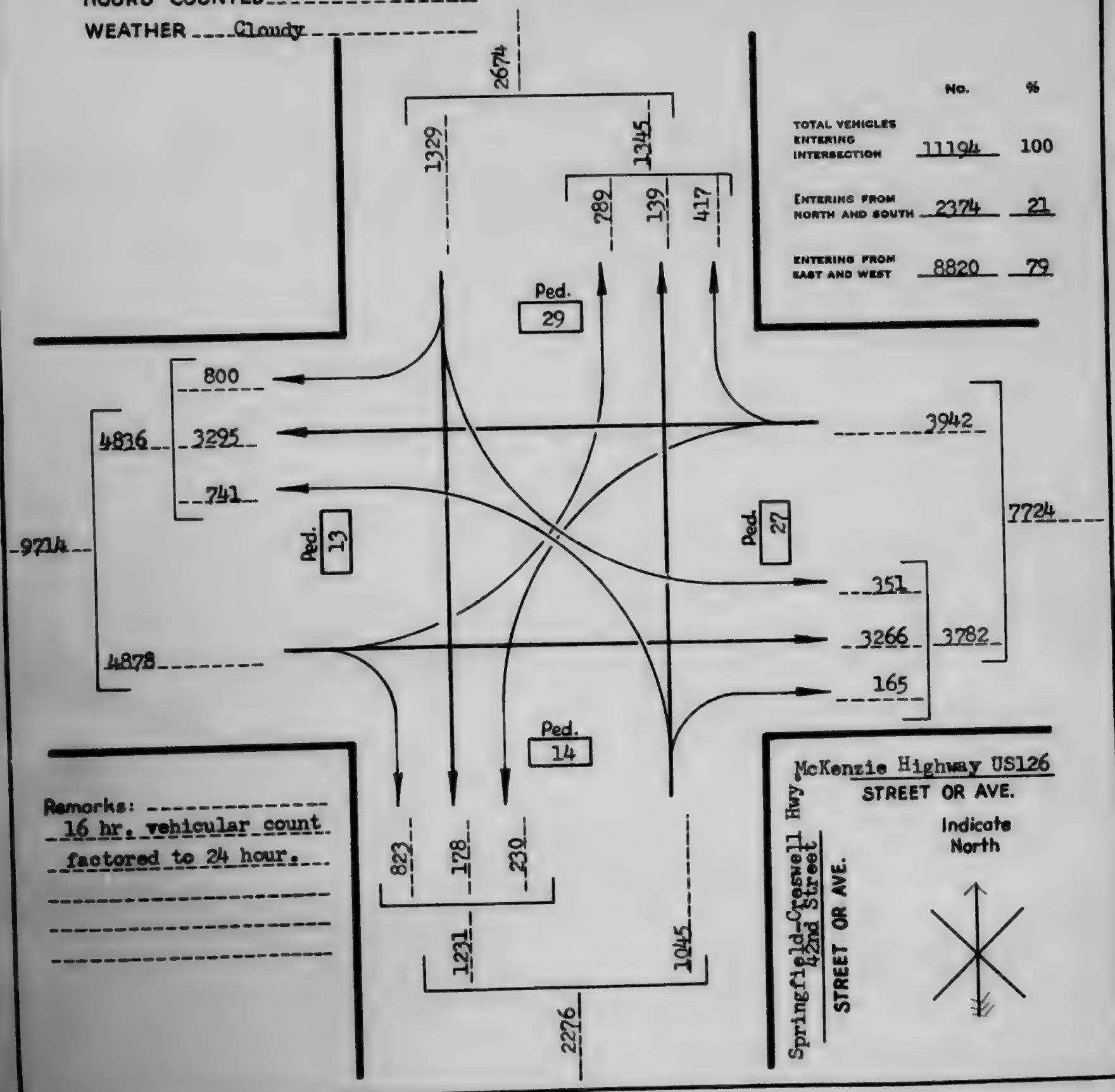
Intersection of the McKenzie Highway and 42nd Ave.
East of Springfield

1. Looking east on US126 from 100 feet west of 42nd Ave.
2. Looking west on US126 from 100 feet east of 42nd Ave.
3. Looking north on 42nd Ave. from 100 feet south of US126.
4. Looking south on 42nd Ave. from 100 feet north of US126.

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE June 23, 1955
DAY OF WEEK Thursday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 AM - 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM - 10 PM
WEATHER Cloudy

CITY OF
INTERSECTION OF US126 & 42nd Street
STATION NO
CODE NO
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	11194	100
ENTERING FROM NORTH AND SOUTH	2374	21
ENTERING FROM EAST AND WEST	8820	79

Remarks:
16 hr. vehicular count factored to 24 hour.

Form E-46--2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date June 23, 1955
Day of week Thursday
Hours counted 6 AM - 10 PM
Weather Cloudy

Classification All Vehicles

City of
Intersection Jct. US126 and 42nd Street
Station number
Code number

	TIME	SUMMARY BY MOVEMENTS													SUMMARY BY DIRECTIONS				SUMMARY BY LEGS				PEDESTRIANS USING	
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East
A.M.	6:00– 7:00	8	19	8	90	18	13	100	102	7	2	53	21	441	70	16	371	84	156	238	374	114		
	7:00– 8:00	10	56	26	141	11	10	243	121	8	2	41	40	709	99	14	610	86	254	440	612	112		
	8:00– 9:00	10	17	25	26	8	3	156	134	9	8	38	33	467	87	19	380	81	89	334	412	99		
	9:00–10:00	13	10	33	39	13	4	150	146	17	6	35	47	513	116	23	397	77	112	342	450	122		
	10:00–11:00	13	17	28	30	4	8	195	155	26	11	49	30	566	94	17	472	83	100	417	487	128	1	
	11:00–12:00	16	16	51	49	17	6	198	195	12	16	43	36	655	142	22	513	78	155	453	572	130	2	
	12:00– 1:00	23	25	37	58	8	6	145	173	16	12	43	38	584	124	21	460	79	157	394	494	123		2
	1:00– 2:00	16	16	27	30	11	2	190	191	14	14	58	42	611	112	18	499	82	102	441	538	141		2
	2:00– 3:00	18	43	36	39	7	5	202	195	16	14	54	41	670	121	18	549	82	148	488	567	137	5	1
	3:00– 4:00	23	32	78	63	8	10	202	207	14	13	51	57	758	189	25	569	75	214	491	658	153	5	
P.M.	4:00– 5:00	71	32	222	46	19	21	300	316	26	8	55	69	1185	410	35	775	65	411	753	1008	198	1	2
	5:00– 6:00	36	31	81	41	20	12	236	356	11	7	60	57	948	213	22	735	78	221	677	831	167	4	3
	6:00– 7:00	22	21	28	24	6	8	201	213	11	6	66	41	647	111	17	536	83	109	474	573	138	5	2
	7:00– 8:00	17	15	22	21	6	12	205	210	7	17	44	50	626	124	20	502	80	93	471	552	136	5	
	8:00– 9:00	9	20	20	16	3	6	141	140	7	8	31	49	450	95	21	355	79	74	325	397	104		
	9:00–10:00	14	9	5	4	3		132	115	8	6	27	23	346	51	15	295	85	35	284	306	67	1	2
	10:00–11:00																							
	11:00–12:00																							
	12:00– 1:00																							
A.M.	1:00– 2:00																							
	2:00– 3:00																							
	3:00– 4:00																							
	4:00– 5:00																							
	5:00– 6:00																							
24-Hour total		351	417	800	789	178	139	3295	3266	230	165	823	741	11194	2374	21	8820	79	2674	7724	9714	2276		
-Hour total																								
16 Hour total		319	379	727	717	162	126	2996	2969	209	150	748	674	10176	2158	21	8018	79	2430	7022	8831	2069	29	14
Control																								
Factor																								

42nd Street St. is North and South

US126 St. is East and West

Tabulated by
Computed by
Checked by
Checked by

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

June 23, 1955
Thursday
6 AM - 10 PM
Cloudy

City of
Intersection Jct. US126 and 42nd Street
Station number
Code number

Classification All Vehicles

SUMMARY BY MOVEMENTS												From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
st to th	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL					North	East	West	South	North	East	West	South
9	8	90	18	13	100	102	7	2	53	21	441	70	16	371	84	156	238	374	114				
6	26	141	11	10	243	121	8	2	41	40	709	99	14	610	86	254	440	612	112			1	1
7	25	26	8	3	156	134	9	8	38	33	467	87	19	380	81	89	334	412	99				
0	33	39	13	4	150	146	17	6	35	47	513	116	23	397	77	112	342	450	122			2	
7	28	30	4	8	195	155	26	11	49	30	566	94	17	472	83	100	417	487	128	1		1	3
6	51	49	17	6	198	195	12	16	43	36	655	142	22	513	78	155	453	572	130	2		1	6
5	37	58	8	6	145	173	16	12	43	38	584	124	21	460	79	157	394	494	123		2		1
6	27	30	11	2	190	191	14	14	58	42	611	112	18	499	82	102	441	538	141		2		1
3	36	39	7	5	202	195	16	14	54	41	670	121	18	549	82	148	488	567	137	5	1		
2	78	63	8	10	202	207	14	13	51	57	758	189	25	569	75	214	491	658	153	5			
2	222	46	19	21	300	316	26	8	55	69	1185	410	35	775	65	411	753	1008	198	1	2	2	
1	81	41	20	12	236	356	11	7	60	57	948	213	22	735	78	221	677	831	167	4	3	5	7
1	28	24	6	8	201	213	11	6	66	41	647	111	17	536	83	109	474	573	138	5	2	1	4
5	22	21	6	12	205	210	7	17	44	50	626	124	20	502	80	93	471	552	136	5			4
0	20	16	3	6	141	140	7	8	31	49	450	95	21	355	79	74	325	397	104				
9	5	4	3		132	115	8	6	27	23	346	51	15	295	85	35	284	306	67	1	2		
17	800	789	178	139	3295	3266	230	165	823	741	11194	2374	21	8820	79	2674	7724	9714	2276				
79	727	717	162	126	2996	2969	209	150	748	674	10176	2158	21	8018	79	2430	7022	8831	2069	29	14	13	27

42nd Street St. is North and South

US126 St. is East and West

Tabulated by

Computed by

Checked by

Checked by

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of _____ County LANE
Intersection of McKENZIE HWY. and 42nd AVE.
Highway Number US 126 M.P. 3.48
Period Covered 1-1-50 to 12-31-54
Compiled by C.S. Drawn by D.G. Date 6-13-55

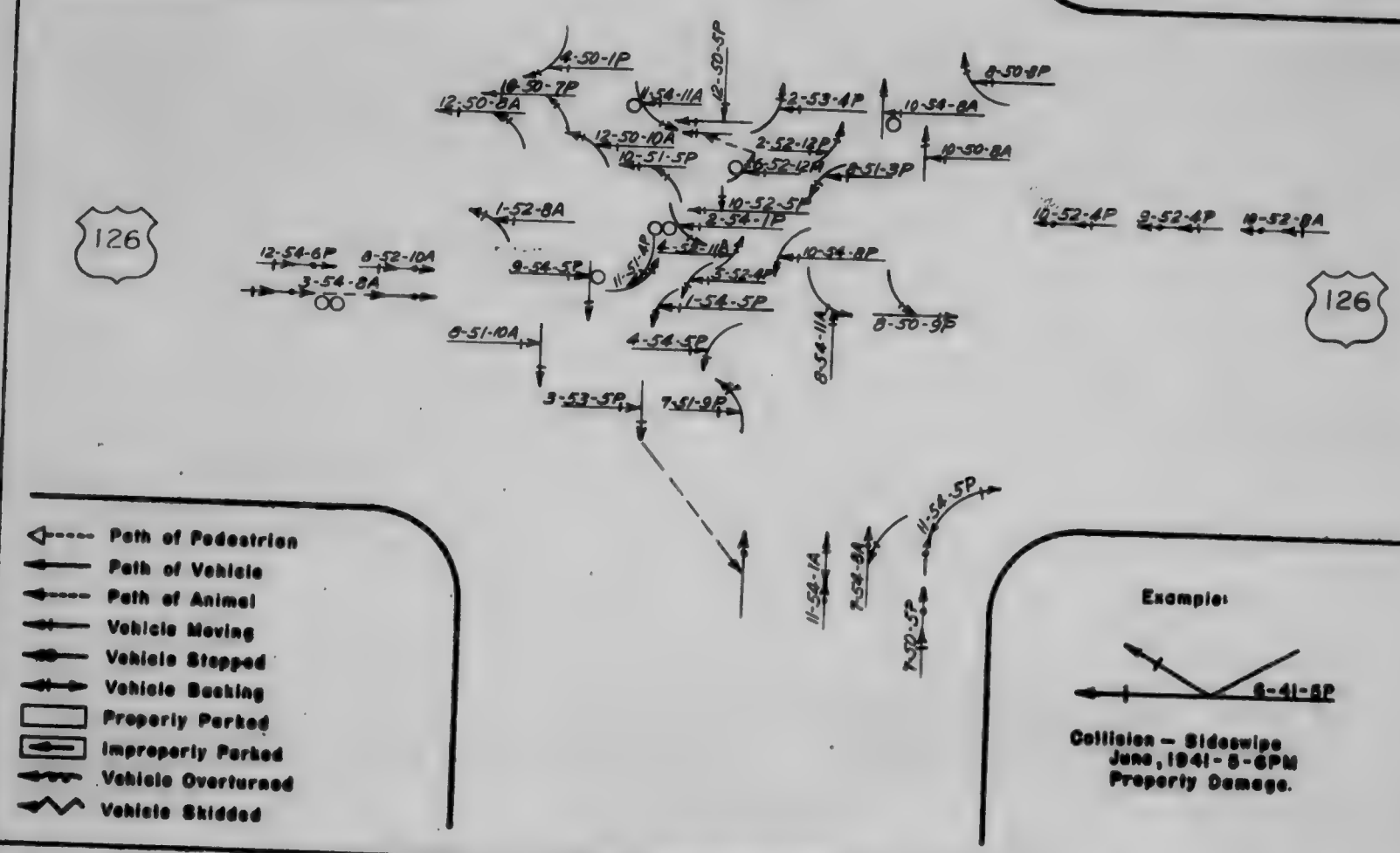
LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe

Indicate North

42nd AVE. — Street or Road

McKENZIE HWY. — Street or Road



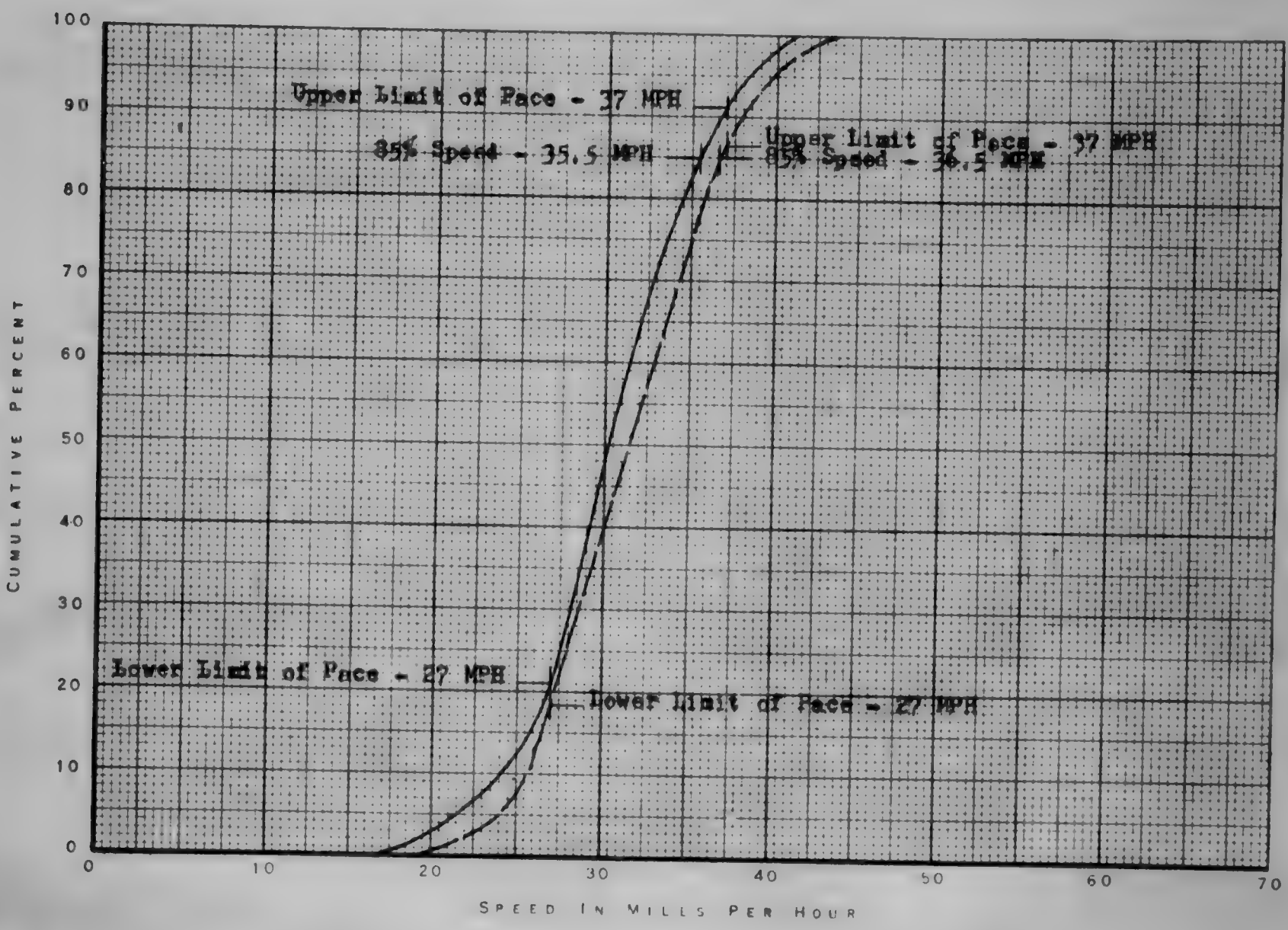
Collision Type	1950-1951				1952				1953				1954				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle			3	3			1	1			1	1		2		2		2	5	7
Head-on																				
Rear-end			1	1			4	4						1	1	2		1	6	7
Sideswipe																				
Turning Movement			10	10		1	4	5			1	1		2	6	8		3	21	24
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.															2	2			2	2
TOTAL			14	14		1	9	10			2	2		5	9	14		6	34	40

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

PASSENGER VEHICLE SPEEDS

HIGHWAY ROUTE NO. US 126
HIGHWAY NO. 15
MILE POST 3,48
GENERAL LOCATION At 42nd Ave. East of Springfield

DATE May 27, 1955
TIME 1:10 P.M. TO 3:00 P.M.
PAVEMENT CONDITION Dry
NUMBER IN SAMPLE 162
——— East BOUND 41 MPH MAX. SPEED
— — West BOUND 45 MPH MAX. SPEED



REMARKS: 24 feet bituminous pavement
8 feet graveled shoulders

120-1(12 Hunsacker Lane-Fir Lane Sec. 12[illegible]
of Junction City-Eugene
Secondary Highway.

120-161-2

4584

OREGON STATE HIGHWAY DEPARTMENT

(date) July 9, 1956

(CONTRACT NO.) (EST. NO.) (CONTRACTOR)

458	2-Final	Trowbridge Electric Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
13559	B-15446 5	$ 1,112.50	7/9/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: ~~6-15-56~~ 4-30-56

Time Extensions: to 6-29-56

Completion Date: 6-15-56

Date Accepted: 7-12-56

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-18-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUL 18 1956

Ruth Rawlings

NOTED ON CRC

RECEIVED
JUN 28 1956
FOR FILING

June 27, 1956

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4584, for traffic signals on the Hunsaker Lane-Fir Lane Section of the Junction City-Eugene Highway in Lane County, was completed by the contractor, Trowbridge Electric Co., on June 15, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,112.50 will be released to the contractor after acceptance by the Commission. The total contract amount is $8,900.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor .

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Ken Bailey Insurance Agency
Pacific Bldg.
Roseburg, Oregon

NOTED ON CARD

RECEIVED
JUN 11 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

121-11-2
4584

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 14, 1956

Trowbridge Electric Co.
136 N. Jackson St.
Roseburg, Oregon

Gentlemen:

The State Highway Commission at its meeting held on June 4, 1956 had under discussion your request for an extension of time from April 30, 1956 to June 29, 1956 within which to complete your contract No. 4584, for installing traffic signals on the Hunsaker Lane-Fir Lane Section of Junction City-Eugene Highway in Lane County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

W. A. Palmateer,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
MAY 21 1956
FOR FILING
120-1612
4591

May 16, 1956

Oregon State Highway Commission

Request for extension of time
No. 3
June 4 and 5 meetings

Gentlemen:

Re: Junction Lane-Fir Lane
Traffic Signals
Contract No. 4591

Pentridge Electric Company, contractor on the Junction Lane-Fir Lane Traffic Signals on the Junction City-Eugene Highway in Lane County, has requested an extension of time from April 30, 1956, to June 30, 1956, in which to complete the contract.

The nonarrival of traffic signal equipment and material delayed the starting of work on this contract.

It is recommended that this extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

PHS/dp
Attached

RECEIVED
MAR 1 - 1956
FOR FILING
120-1612
4584
8003

February 29, 1956

Mrs. Edwin A. Peterson, Secretary
Eugene Safety Council
230 East Broadway
Eugene, Oregon

Dear Mrs. Peterson:

The school crosswalks on the River Road will be repainted as soon as weather conditions permit. For your information, we have let a contract for the installation of six sets of pedestrian traffic signals for the use of school children on the River Road at the more important intersections between the Santa Clara School and Eugene. This work was contracted last year and is scheduled for completion on or before April 30, 1956.

We will endeavor to get the contractors to start work on this project in the near future.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

cc Mr. W. O. Widdows

ASSIGNMENT

Date: February 21, 1956 No. 2003 By WWS

Description: Letter from Mrs. Edwin Peterson, Eugene Safety Council, Eugene, dated 2-17-56 re request of the River Road Area P. T. A.'s to repaint the striping lines near the schools in that area.

Acknowledged by____ Referred to Mr. Widdows

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
X Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. W. STIFFLER
FOR FILING

Executed 2-24-56 Report Received_____

AFFILIATED WITH NATIONAL SAFETY COUNCIL
C/O EUGENE CHAMBER OF COMMERCE
230 E. BROADWAY EUGENE, OREGON

Feb. 17, 1956

fety Council meeting we had
from some of the River
and they asked us to write
you and ask that the street crossing marking lines
near the schools in that area be re-painted, as
the paint has all worn off.

They feel that this will help in protecting the children when crossing the street at these school intersections.

We thank you for the assistance you can give these people for the protection of their youngsters.

Sincerely,

Mrs. Edwin A Peterson

Secretary

RECEIVED
FEB 21 1956
OFFICE OF
SIGNING ENGINEER

RECEIVED
FEB 20 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. W. STIFFLER

Eugene SAFETY COUNCIL

AFFILIATED WITH NATIONAL SAFETY COUNCIL
C|O EUGENE CHAMBER OF COMMERCE
230 E. BROADWAY EUGENE, OREGON

Feb. 17, 1956

Mr. R. N. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

At our last Safety Council meeting we had present representatives from some of the River Road area P. T. A's, and they asked us to write you and ask that the street crossing marking lines near the schools in that area be re-painted, as the paint has all worn off.

They feel that this will help in protecting the children when crossing the street at these school intersections.

We thank you for the assistance you can give these people for the protection of their youngsters.

Sincerely,

Mrs. Edwin A Peterson
Secretary

RECEIVED
FEB 21 1956
OFFICE OF
SIGNING ENGINEER

RECEIVED
FEB 20 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. W. STIFFLER

RECEIVED
JAN 10 1956
FOR FILING

120-1612
4584

January 10, 1956

Trowbridge Electric Co.
136 N. Jackson St.
Roseburg, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission December 19, 1955, as follows:

Contract No. 4583, covering traffic signal installation at East Springfield on the McKenzie Highway in Lane County.

Contract No. 4584, covering traffic signal installation on the Hunsaker Lane-Fir Lane Section of the Junction City-Eugene Highway in Lane County.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
DEC 21 1955
FOR FILING

120-1612
4584

December 21, 1955

Trowbridge Electric Co.
136 N. Jackson Street
Roseburg, Oregon

Gentlemen:

The State Highway Commission on December 19, 1955 awarded to you State Highway Contract No. 4584 for installation of six pedestrian activated traffic control signals on the Hunsaker Lane-Fir Lane Section of Junction City-Eugene Secondary Highway in Lane County.

This award was based on your bid of $8,900 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
NOV 8 1955
FOR FILING
120-1612
4584

RIVER ROAD P.-T. A.

120 W. HILLIARD LANE
EUGENE, OREGON

Cross Referenced To:
Maint
Traffic
Rd Markers & Signs

November 5, 1955

6061

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

NOTED
State Highway Engineer

Dear Mr. Baldock,

In behalf of the River Road P.T.A. and Mr. Skelton, may I thank you for your letter of November 1, which Mr. Skelton read at the P.T.A. meeting last night.

We would also like to express our appreciation of the consideration given this problem. There is, of course, nothing that concerns us, as parents, more deeply than the safety of our children.

Sincerely,

Virginia D. Seeger

Mrs. Martin Seeger, Secty.

(Copy sent to Mr. Crandall 11-8-55)

RECEIVED
NOV 7 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 2 1955
FOR FILING

Cross Referenced To:

November 1, 1955

Mr. Keith D. Skelton
Room 200
Legal Center Building
Eugene, Oregon

Dear Sir:

By telephone call to a representative of the Traffic Engineering Division you requested information concerning planned traffic control improvements on the Junction City-Eugene Highway between Eugene and Santa Clara. You stated that you desired this information for a report to the local Parent-Teacher Association.

In the study of this section, it was found that the problem was two-fold: (1) the inability of this two-lane highway section to accommodate the large volume of vehicular traffic, and (2) the hazards that pedestrians are subjected to in attempting to cross the highway because of this heavy vehicular traffic. It appears that the eventual solution of this problem involves a major widening of the highway, which is an expensive undertaking, because of the additional right of way that is required, in addition to actual construction costs. Such expense presently would not appear to be warranted in view of long range planning to provide additional facilities located elsewhere and proposed to serve the area.

In order to relieve the situation with regard to pedestrians, it is planned to install pedestrian-actuated traffic signals at the Hunsaker Lane, Howard Avenue, Horn Lane, Oakleigh Lane, Razor Avenue, and Fir Lane intersections, at an estimated cost of $11,500. Basically these signals will be of the flashing beacon type normally displaying a flashing amber indication to River Road. Upon actuation of a push button, the indication will change to a steady red for a length of time sufficient to allow a pedestrian to cross the highway. The signals will not control side road vehicular traffic.

The signal locations are those which observation indicates receive the maximum amount of pedestrian crossings. Crosswalks will be painted at these intersections and large "Signals Ahead" signs will be installed in advance of the signalized intersections. The contract for the installation will be let at the December meeting of the State Highway Commission, with completion approximately two months thereafter.

While it is realized that the signal installation will not eliminate all of the hazard and congestion on this section of highway, it is believed that conditions will be materially improved.

If you have any further questions, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

VJ:imf mc

cc Mr. W. C. Williams
Mr. F. B. Crandall

RECEIVED
OCT 14 1955
FOR FILING

October 13, 1955

Mr. William Firestone, Editor
River Road Reporter
Eugene, Oregon

Dear Mr. Firestone:

The State Highway Commission has received numerous letters and petitions from residents of the River Road-Santa Clara District north of Eugene, including one from you, in which request is made that something be done to safeguard pedestrians who are obliged to cross the Junction City-Eugene Secondary Highway in going to and from the stores and schools that are located along this heavily-traveled road. In consideration of these requests the Commission authorized the Engineer to investigate the conditions. Such investigation has been made and the Engineer reported the findings to the Commission at its meeting on September 22.

According to the Engineer's report the problem is two-fold: (1) the inability of this two-lane highway section to accommodate the large volume of vehicular traffic, and (2) the hazards that pedestrians are subjected to in attempting to cross the highway because of this heavy vehicular traffic. It appears that the eventual solution of the problem involves a major widening of the highway, which is an expensive undertaking because of the additional right of way that is required in addition to actual construction costs. Such expense presently would not appear to be warranted in view of other long-range planning to provide additional facilities to serve the area.

In order to relieve the pedestrian situation it was the Engineer's recommendation that pedestrian-type signals be installed at six locations. Basically these would be of the flashing-beacon type, which, upon push-button actuation, would give a red or stop indication to highway vehicular traffic and would allow a sufficient interval for pedestrians to make a safe crossing. The estimated cost of such signal installation is $11,500.

You will be pleased to know that the Commission authorized the Engineer to proceed with the installation as recommended. I know that the people of your district will appreciate the Commission's action, so will you please call it to their attention through the medium of your publication.

Thanking you kindly, I remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

cc: F. B. Crandall
Mrs. Scott Hill, Eugene, Oregon

October 13, 1955

McDaniel Lumber Co.
240 River Road
Eugene, Oregon

Attention: Mr. McDaniel

Dear Mr. McDaniel:

The State Highway Commission has received numerous letters and petitions from residents of the River Road-Santa Clara District north of Eugene, including one from you, in which request is made that something be done to safeguard pedestrians who are obliged to cross the Junction City-Eugene Secondary Highway in going to and from the stores and schools that are located along this heavily-traveled road. In consideration of these requests the Commission authorized the Engineer to investigate the conditions. Such investigation has been made and the Engineer reported the findings to the Commission at its meeting on September 22.

According to the Engineer's report the problem is two-fold: (1) the inability of this two-lane highway section to accommodate the large volume of vehicular traffic, and (2) the hazards that pedestrians are subjected to in attempting to cross the highway because of this heavy vehicular traffic. It appears that the eventual solution of the problem involves a major widening of the highway, which is an expensive undertaking because of the additional right of way that is required in addition to actual construction costs. Such expense presently would not appear to be warranted in view of other long-range planning to provide additional facilities to serve the area.

In order to relieve the pedestrian situation it was the Engineer's recommendation that pedestrian-type signals be installed at six locations. Basically these would be of the flashing-beacon type, which, upon push-button actuation, would give a red or stop indication to highway vehicular traffic and would allow a sufficient interval for pedestrians to make a safe crossing. The estimated cost of such signal installation is $11,500.

You will be pleased to know that the Commission accepted the Engineer's recommendation and authorized him to proceed with the installation as recommended.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

cc: F. B. Crandall
Mrs. Scott Hill, Eugene, Oregon (380 Howard Ave.)

October 11, 1955

Mr. Robert C. Finlayson
City Manager
City of Eugene
Eugene, Oregon

Dear Mr. Finlayson:

The State Highway Commission has received numerous letters and petitions from residents of the River Road-Santa Clara District north of Eugene, requesting that something be done to safeguard pedestrians who are obliged to cross this heavy traveled road. An engineering investigation of the condition revealsthat the problem is two-fold. (1.) The inability of this two-lane highway section to accommodate the large volume of vehicular traffic, and (2.) the hazards that pedestrians are subjected to in attempting to cross the highway on account of the heavy vehicular traffic.

It appears that the eventual solution of the problem involves a major widening of the highway which would be an expensive undertaking involving additional right-of-way acquisition in addition to actual construction costs; however, such expense does not appear to be warranted at the present time in view of other long-range planning for additional facilities to serve the area.

In order to relieve the pedestrian situation the Engineer recommended installation of pedestrian-type signals at six locations. The signals would be basically a flashing-beacon type which upon push-button actuation, would give a red or stop indication to highway vehicular traffic and would allow a sufficient interval for pedestrians to make a safe crossing. The estimated cost of such signal installation is $11,500.

You will be pleased to know that the Commission adopted the recommendation and authorized the installation. Will you kindly bring this action of the Commission to the attention of the persons who represent the people who reside within the River Road-Santa Clara District.

Thanking you kindly I remain,

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

cc: F. B. Crandall

HBG:mm

RECEIVED
SEP 22 1955
FOR FILING

September 21, 1955

Oregon State Highway Commission

Gentlemen:

There has been a succession of letters and petitions from residents in the River Road-Santa Clara area north of Eugene, which area is served by the Junction City-Eugene Secondary Highway. This is a high-volume two-lane facility with average daily traffic volumes over the three-mile section ranging from 12,000 in proximity to Eugene to 4,000 at the northerly end.

The problem tends to be twofold: (1) the inability of this two-lane section to accommodate the high vehicular volumes, and (2) the difficulty of and hazard to appreciable pedestrian volume attempting to cross heavy vehicular traffic throughout the length of the section. The solution to the vehicular capacity situation would involve a major widening project which would be quite costly, involving additional right-of-way acquisition over and above construction costs, all of which is not warranted in view of other long-range planning for additional facilities to serve the area. The letters and petitions which have been received express considerable concern with respect to the pedestrian problem.

During the period from January 1, 1949 through December 31, 1954, there have been four pedestrian fatalities. This includes intersectional as well as nonintersectional accidents. There is an appreciable volume of cross movement of pedestrians, with the crossing of school children and with business establishments abutting throughout the section.

In order to relieve the pedestrian situation it is recommended that pedestrian-type signals be installed at six locations. These signals would be basically a flashing-beacon type signal which, upon push-button actuation, would give a red or stop indication to main-line vehicular traffic and allow a sufficient interval for pedestrians to make a safe crossing. The estimated cost of the signals as recommended is $11,500, and funds therefor could be taken from the Minor Betterment Fund for Signal Installations. I recommend such action.

This matter will be on the agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. F. B. Crandall
Mr. C. H. Maison

ASSIGNMENT

Sept. 2, 1955 No. 6061 By WCW

Description: Letter of August 19 FEC to RHB re traffic hasards, Junction City-Eugene Highway, Santa Clara to Eugene Section. File 12 attached.

Acknowledged by____ Referred to Crandall

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
XX Return with rough draft of reply to Comm.
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks:

PLEASE RETURN TO W. C. WILLIAMS

Executed 9-21-55 Report Received_____

REFERRED TO
Williams.
By State Highway Engineer

Let's put the traffic signals in now. And the pedestrian work in next years budget. Back to Comm. is needed.

IGHWAY DEPARTMENT
NT CORRESPONDENCE

m, Oregon
t 19, 1955

UBJECT: Traffic Hazards
Junction City-Eugene Highway
Santa Clara to Eugene Section

N TO Assignment RHB 6387
MS

NOTE! W. C. WILLIAMS

ated assignment, further study has been
ry highway with particular regard to your
f a progressive signal system.

.cal circumstances and history of this sec-
in a 60-foot right of way. Traffic volumes
:h city limits of Eugene to 4,000 in the
incipal residential development is on the
serves as a "bedroom" for people working
ses of conjestion is a heavy left-turn
sundry intersections by reason of the com-
king north-south roads to utilize in taking
ere are several schools in the area with
ocated on the easterly side of the highway,
which with the bulk of the residents on the opposite side makes for an aggravated pedestrian situation. Nothwithstanding the principal over-all pedestrian cross-movement throughout the section, there is no great concentration of pedestrian crossings at any one point. During the period January 1, 1949 through December 31, 1954, there were 89 reported intersectional accidents involving one fatality and 9 personal injuries. The one fatality was the pedestrian-type accident. There were other pedestrian fatalities during the period prior to that covered by the foregoing time period.

Development of a projected dike road with crossover connections to the present highway would do much to relieve the traffic situation, however, it appears that our problem is to design some temporary measure to care for conditions until such time as a new line can be constructed. This situation, is pointed out in that it would appear that a great exoenditure of monies for temporary relief would not be warranted.

Theoretically it would be possible to install traffic signals so spaced that speed would be controlled throughout the section. However, because of the heavy left-turn movement from south to west at the sundry intersections, it would be necessary to install three-phase signals. With existing high traffic volumes and without additional lanes for added capacity, signalization of any sort and especially three-phase operation would almost double present congestion. Most of the vehicles entering the highway from side streets are commuter traffic to Eugene making a right turn and would not be materially benefitted by signalization.

REFERRED TO
Williams,
By State Highway Engineer

Let put the traffic signals in now. And the pedestrian work in next year. Then we can get Right to Eminent is needed.

FORM 530—50M—10-54—70488

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 19, 1955

SUBJECT: Traffic Hazards
Junction City-Eugene Highway
Santa Clara to Eugene Section

To: R. H. Baldock
State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

Assignment RHB 6387

NOTED
W. C. WILLIAMS

Following up on above indicated assignment, further study has been given this section of ~~the~~ secondary highway with particular regard to your thoughts regarding installation of a progressive signal system.

Reviewing briefly the physical circumstances and history of this section, we have a 20-foot pavement in a 60-foot right of way. Traffic volumes vary from some 12,000 at the north city limits of Eugene to 4,000 in the vicinity of Santa Clara. The principal residential development is on the westerly side of the highway and serves as a "bedroom" for people working in Eugene. One of the major causes of congestion is a heavy left-turn movement, south to west, at the sundry intersections by reason of the commuter traffic. There are no flanking north-south roads to utilize in taking pressure off the River Road. There are several schools in the area with the majority of shopping areas located on the easterly side of the highway, which with the bulk of the residents on the opposite side makes for an aggravated pedestrian situation. Nothwithstanding the principal over-all pedestrian cross-movement throughout the section, there is no great concentration of pedestrian crossings at any one point. During the period January 1, 1949 through December 31, 1954, there were 89 reported intersectional accidents involving one fatality and 9 personal injuries. The one fatality was the pedestrian-type accident. There were other pedestrian fatalities during the period prior to that covered by the foregoing time period.

Development of a projected dike road with crossover connections to the present highway would do much to relieve the traffic situation, however, it appears that our problem is to design some temporary measure to care for conditions until such time as a new line can be constructed. This situation is pointed out in that it would appear that a great expenditure of monies for temporary relief would not be warranted.

Theoretically it would be possible to install traffic signals so spaced that speed would be controlled throughout the section. However, because of the heavy left-turn movement from south to west at the sundry intersections, it would be necessary to install three-phase signals. With existing high traffic volumes and without additional lanes for added capacity, signalization of any sort and especially three-phase operation would almost double present congestion. Most of the vehicles entering the highway from side streets are commuter traffic to Eugene making a right turn and would not be materially benefitted by signalization.

A prime concern of all local residents appears to be hazardous to the pedestrians crossing the highway. In this connection some consideration might be given to the installation of pedestrian-operated signals at certain selected points as indicated on attached plat. The installation of the six pedestrian-type signals as shown would care for the principal school crossings and for those crossings in proximity to the larger shopping centers. The type of installation proposed would normally give a flashing amber to highway traffic, and upon actuation by a push button, would go steady amber for several seconds for warning interval and finally to a steady red or stop indication, at which instant the pedestrian would get the "WALK" indication. There would be no signal indications directed to side road traffic, these being controlled by "STOP" signs as is the case at present. Estimated cost of installation of the type outlined would run $1,800 per intersection or a total for the six intersections of $11,300.

We are presently caring for construction of a footpath along the westerly side of the highway, and it would be necessary to construct a like footpath along the easterly side of the highway to serve as pedestrian collectors, so to speak, for proper functioning of the pedestrian signal system as outlined in the preceeding paragraph. The estimated cost of the three-foot footpath installation along the easterly side is $20,000, making the total cost of the signal and footpath installations $31,300.

F. B. Crandall
Traffic Engineer

FBC:ns
Attach.

RECEIVED
SEP 6 1955
TRAFFIC ENGINEER

RECEIVED
AUG 19 1955
OFFICE OF
STATE HIGHWAY ENGINEER

A prime concern of all local residents appears to be hazardous to the pedestrians crossing the highway. In this connection some consideration might be given to the installation of pedestrian-operated signals at certain selected points as indicated on attached plat. The installation of the six pedestrian-type signals as shown would care for the principal school crossings and for those crossings in proximity to the larger shopping centers. The type of installation proposed would normally give a flashing amber to highway traffic, and upon actuation by a push button, would go steady amber for several seconds for warning interval and finally to a steady red or stop indication, at which instant the pedestrian would get the "WALK" indication. There would be no signal indications directed to side road traffic, these being controlled by "STOP" signs as is the case at present. Estimated cost of installation of the type outlined would run $1,800 per intersection or a total for the six intersections of $11,300.

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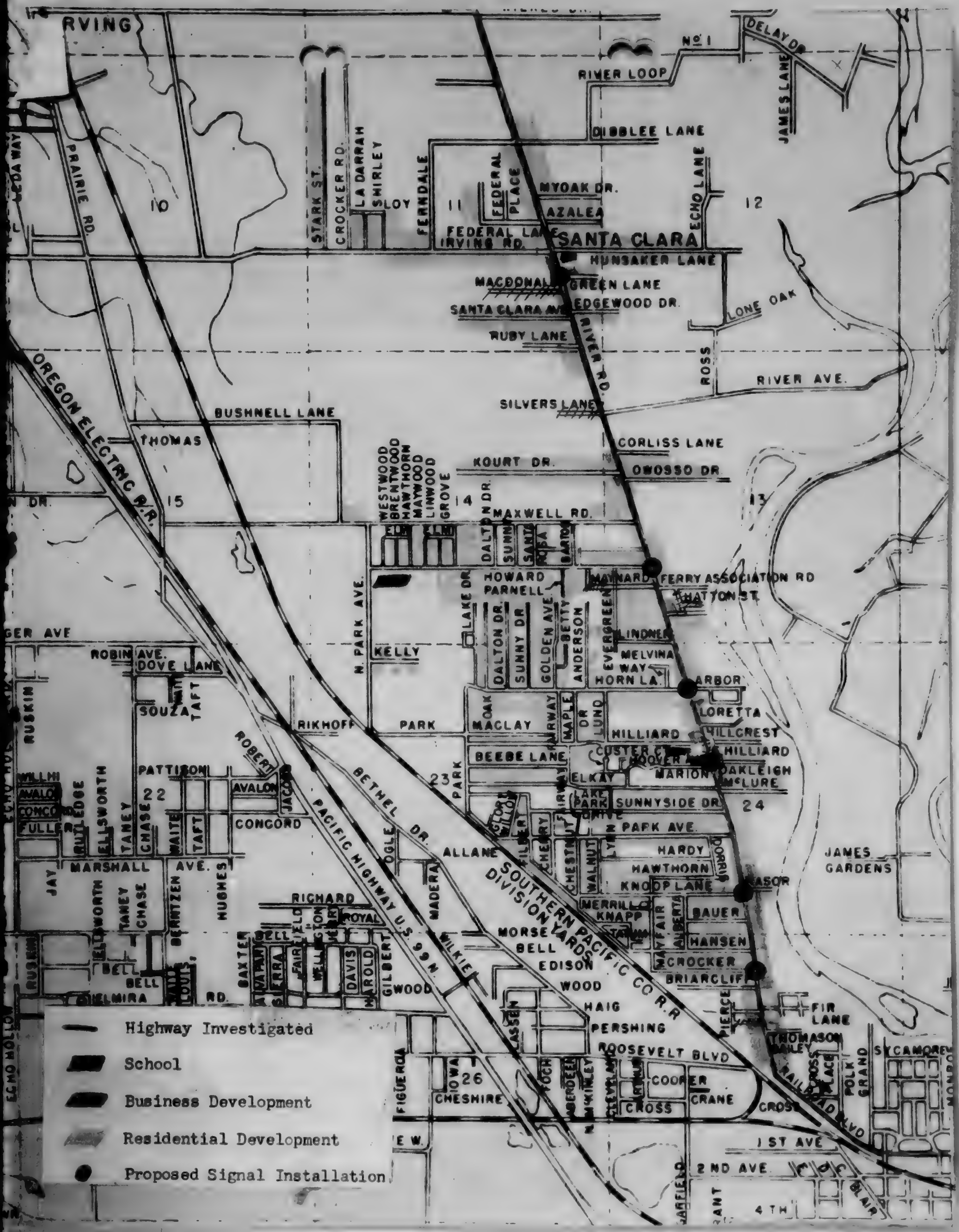
F. B. Crandall
Traffic Engineer

FBC:ns
Attach.

RECEIVED
SEP 6 1955
TRAFFIC ENGINEER

RECEIVED
AUG 19 1955
OFFICE OF
STATE HIGHWAY ENGINEER


IRVING
No 1
DELAY DR.
RIVER LOOP
JAMES LANE
DIBBLEE LANE
ECHO LANE
MYOAK DR.
AZALEA
FEDERAL PLACE
FEDERAL LANE
IRVING RD.
SANTA CLARA
HUNSAKER LANE
GREEN LANE
EDGEWOOD DR.
LONE OAK
RUBY LANE
RIVER RD.
ROSS
RIVER AVE.
SILVERS LANE
CORLISS LANE
KOURT DR.
OWOSSO DR.
MAXWELL RD.
HOWARD
PARNELL
MAYNARD
FERRY ASSOCIATION RD
HATTON ST.
LINDNER
MELVINA WAY
HORN LA.
ARBOR
LORETTA
HILLCREST
HILLIARD
OAKLEIGH
McLURE
SUNNYSIDE DR
PARK AVE.
HARDY
HAWTHORN
KNOLL
KNOP LANE
MERRILL
KNAPP
BAUER
HANSEN
CROCKER
BRIARCLIFF
JAMES GARDENS
FIR LANE
THOMASON
ROOSEVELT BLVD
COOPER
CRANE
CROSS
1 ST AVE
2 ND AVE
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SYCAMORE
POLK
GRAND
RAILROAD
PLACE
BLVD
OREGON ELECTRIC R.R.
SOUTHERN PACIFIC CO R.R
DIVISION YARDS
BUSHNELL LANE
THOMAS
DR.
GER AVE
ROBIN AVE.
DOVE LANE
SOUZA
TAFT
RUSKIN
PRAIRIE RD.
STARK ST.
CROCKER RD.
LA DARRAH
SHIRLEY
LOY
FERNDALE
LA DEA WAY
N. PARK
KELLY
RIKHOFF
PARK
OAK
MACLAY
BEEBE LANE
ELKAY
MARION
SUNNYSIDE DR
PARK AVE.
ALLANE
PATTISON
AVALON
CONCORD
WILLHI
FULLER
RUTLEDGE
ELLSWORTH
TANEY
CHASE
WAITE
TAFT
JAY
MARSHALL
AVE.
HUGHES
BERNTZEN
LOUIS
BELL
BELMIRA
RD.
RICHARD
ROYAL
BAXTER
WATKINS
SIERRA
FAIRFIELD
WELLINGTON
DAVIS
HAROLD
GILBERT
WOOD
MADERA
WILKIE
BETHEL DR.
OGLE
PACIFIC HIGHWAY U.S. 99 W.
EGMONT
FIGUEROA
E W.
CHESHIRE
IOWA
LASSEN
FILBERT
CHERRY
CHESTNUT
WALNUT
LYNN
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EDISON
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HAIG
PERSHING
PIERCE
MAYFAIR
ALBERTA
MORRIS
WESTWOOD
BRENTWOOD
HAWTHORN
MAYWOOD
LINWOOD
GROVE
ELM
DALTON DR.
SUNNY DR.
SANTA ROSA
BARRON
GOLDEN AVE
ANDERSON
EVERGREEN
MAPLE DR
LUNO
FAIRWAY
GLORIA
GILLON
LAKE PARK DRIVE
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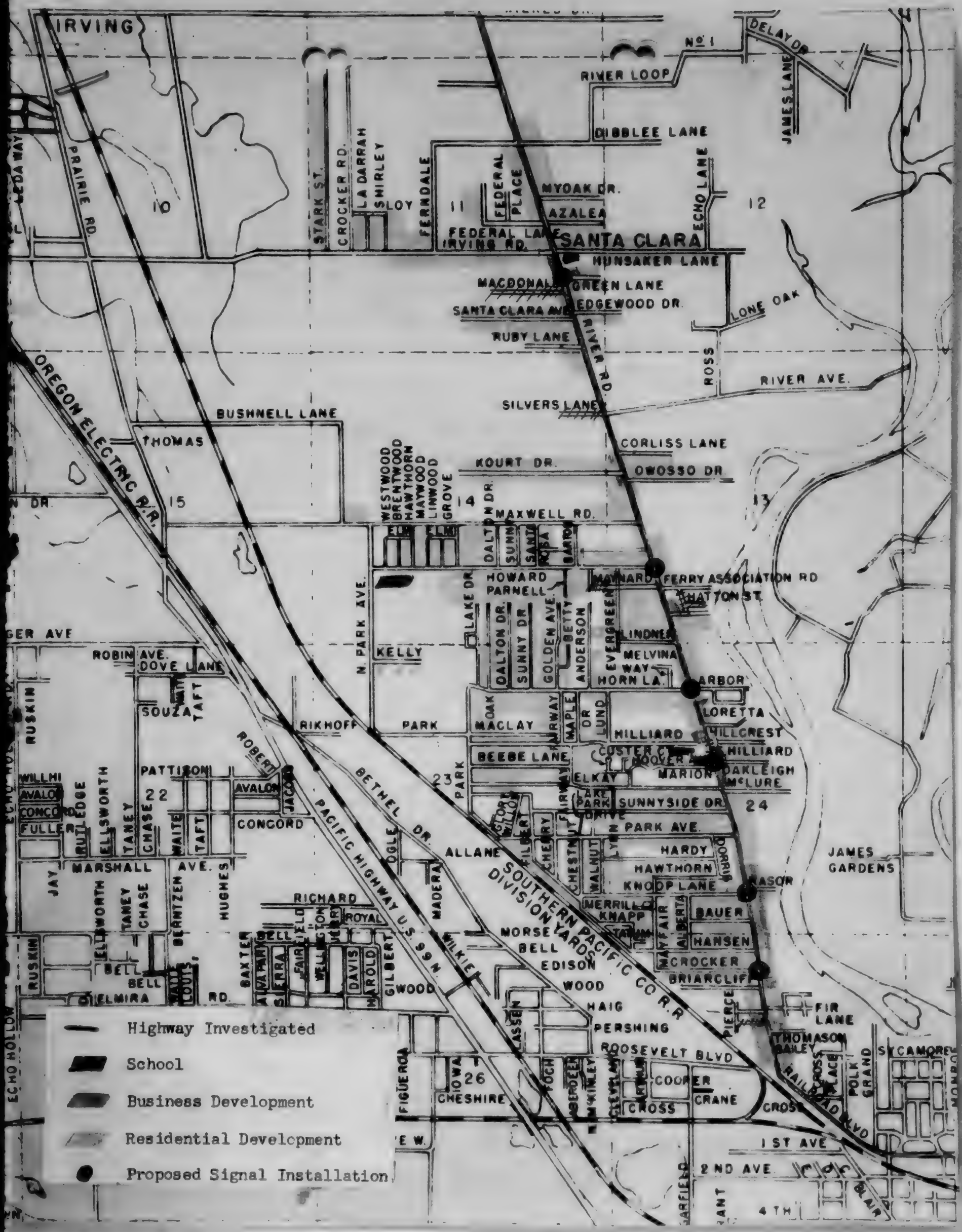
Highway Investigated
School
Business Development
Residential Development
Proposed Signal Installation


IRVING
PRAIRIE RD.
STARK ST.
CROCKER RD.
LA DARRAH
SHIRLEY
LOY
FERNDALE
FEDERAL PLACE
MYOAK DR.
AZALEA
FEDERAL LANE
IRVING RD.
SANTA CLARA
ECHO LANE
DIBBLEE LANE
JAMES LANE
DELAY DR
No 1
RIVER LOOP
HUNSAKER LANE
MACDONALD
GREEN LANE
SANTA CLARA AVE
EDGEWOOD DR.
LONE OAK
RUBY LANE
RIVER RD.
ROSS
RIVER AVE.
SILVERS LANE
OREGON ELECTRIC R.R.
BUSHNELL LANE
THOMAS
CORLISS LANE
KOURT DR.
OWOSSO DR.
WESTWOOD
BRENTWOOD
HAWTHORN
MAYWOOD
LINWOOD
GROVE
ELM
ELM
DALTON DR.
SUNNY
SANTA ROSA
BARRON
MAXWELL RD.
HOWARD
PARNELL
MAYNARD
FERRY ASSOCIATION RD
HATTON ST.
LAKE DR
GOLDEN AVE.
ANDERSON
EVERGREEN
LINDNER
MELVINA WAY
HORN LA.
ARBOR
LORETTA
HILLCREST
HILLIARD
OAKLEIGH
McLURE
MARION
ELKAY
SUNNYSIDE DR
PARK DRIVE
N PARK AVE.
HARDY
HAWTHORN
KNOOP LANE
MERRILL
KNAPP
BAUER
HANSEN
CROCKER
BRIARCLIFF
JAMES GARDENS
MASON
N. PARK AVE.
KELLY
RIKHOFF PARK
OAK
MACLAY
FAIRWAY
MAPLE
DR
LUND
BEEBE LANE
CUSTER
HOOVER
PARK
23
24
22
26
15
14
13
12
11
10
ROBIN AVE.
DOVE LANE
SOUZA
TAFT
RUSKIN
WILLHI
AVALON
CONCORD
FULLER
RUTLEDGE
ELLSWORTH
TANEY
CHASE
WAITE
TAFT
PATTISON
AVALON
CONCORD
JACOBS
ROBERT
BETHEL DR.
OGLE
PACIFIC HIGHWAY U.S. 99 N.
MADERA
ALLANE
WILKIE
SOUTHERN PACIFIC CO R.R.
DIVISION YARDS
MORSE
BELL
EDISON
WOOD
HAIG
PERSHING
ROOSEVELT BLVD
CASSEN
PIERCE
FIR LANE
THOMASON
BAILEY
RAILROAD BLVD
POLK
GRAND
SYCAMORE
MONROE
COOPER
CRANE
CROSS
CHESHIRE
IOWA
FIGUEROA
1 ST AVE
2 ND AVE
4 TH
MARSHALL AVE.
JAY
BERNTZEN
HUGHES
RICHARD
ROYAL
BELL
ELMIRA
RD.
BAXTER
AVALON
SIERRA
FAIRFIELD
WELLINGTON
DAVIS
HAROLD
GILBERT
WOOD
N. PARK
KELLY
ECHO HOLLOW
GER AVE
DR
N
E W
Highway Investigated
School
Business Development
Residential Development
Proposed Signal Installation

OREGON STATE HIGHWAY DEPARTMENT — TRAFFIC ENGINEERING DIVISION

Urban Motor Vehicle Accident Listing

LOCATION

City North of Eugene
Street
Hwy.No. 223 Rte.No.
From M.P. 9.75
To M.P. 12.55
Period Covered:
1-1-49 to 12-31-54

	COLLISION TYPE													CLASSIF.					REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	
Total Accidents (Intersectional) 1949	-	-	1	-	1	10	-	-	1	1	-	-	14	1	1	12	1	1	
1950	-	-	2	-	-	10	-	-	-	-	1	-	13	-	-	13	-	-	
1951	-	-	1	-	-	18	-	-	-	-	-	-	19	-	2	17	-	3	
1952	1	-	-	-	-	8	-	-	-	1	1	-	11	-	1	10	-	1	
1953	1	-	2	-	-	16	-	-	-	-	-	-	19	-	2	17	-	3	
1954	-	-	2	-	-	11	-	-	-	-	-	-	13	-	1	12	-	1	
Grand Total	2	-	8	-	1	73	-	-	1	2	2	-	89	1	7	81	1	9	

OREGON STATE HIGHWAY DEPARTMENT — TRAFFIC ENGINEERING DIVISION

Rural Motor Vehicle Accident Listing

LOCATION
North of Eugene

Hwy.No. 223 Rte.No. _____
From M.P. 9.36
To M.P. 12.65
Period Covered:
1-1-49 to 12-31-54

LOCATION		COLLISION TYPE: ANGLE	HEAD-ON	REAR-END	SIDESWIPE MEETING	SIDESWIPE OVERTAKING	TURNING	PARKING	NON-COLLISION	FIXED OBJECT	PEDESTRIAN	BACKING	MISCELLANEOUS	TOTAL	CLASS. FATAL	NON-FATAL	PROP. DAMAGE	PERSONS KILLED	PERSONS INJURED	REMARKS
At Hunsaker Lane and Irving Road																				
M.P. 9.75	1949	No Accidents																		
	1950						1							1			1			
	1951						1							1			1			
	1952	1					1							2			2			
	1953	No Accidents																		
	1954						1							1			1			
	Total	1					4							5			5			
At Green Lane																				
M.P. 9.88	1949 to 1954	No Accidents																		
	Total	No Accidents																		
At Edgewood Road																				
M.P. 9.97	1949						1							1			1			
	1950	No Accidents																		
	1951	No Accidents																		
	1952						1							1			1			
	1953	No Accidents																		
	1954	No Accidents																		
	Total						2							2			2			
At Santa Clara Avenue																				
M.P. 9.99	1949	No Accidents																		
	1950						1							1			1			
	1951 to 1954	No Accidents																		
	Total						1							1			1			

OREGON STATE HIGHWAY DEPARTMENT — TRAFFIC ENGINEERING DIVISION

Rural Motor Vehicle Accident Listing

Hwy.No.____ Rte.No.____
From M.P.
To M.P.
Period Covered:
_____ to _____

LOCATION		COLLISION TYPE: ANGLE	HEAD-ON	REAR-END	SIDESWIPE MEETING	SIDESWIPE OVERTAKING	TURNING	PARKING	NON-COLLISION	FIXED OBJECT	PEDESTRIAN	BACKING	MISCELLANEOUS	TOTAL	CLASS. FATAL	NON-FATAL	PROP. DAMAGE	PERSONS KILLED	PERSONS INJURED	REMARKS
At Ruby Lane																				
M.P. 10.09	1949	No Accidents																		
	1950	No Accidents																		
	1951						2							2			2			
	1952	No Accidents																		
	1953	o Accidents																		
	1954	No Accidents																		
	Total						2							2			2			
At River Avenue																				
M.P. 10.32	1949						1							1			1			
	1950	No Accidents																		
	1951						1							1			1			
	1952	No Accidents																		
	1953						1							1			1			
	1954	No Accidents																		
	Total						3							3			3			
At Corliss Lane																				
M.P. 10.48	1949 to 1952	No Accidents																		
	1953						1							1		1			2	
	1954	No Accidents																		
	Total						1							1		1			2	
At Kourt Drive																				
M.P. 10.54	1949 to 1954	No Accidents																		
	Total	No Accidents																		

OREGON STATE HIGHWAY DEPARTMENT — TRAFFIC ENGINEERING DIVISION

Rural Motor Vehicle Accident Listing

Hwy.No.____ Rte.No.____
From M.P.
To M.P.
Period Covered:
____ to ____

LOCATION		COLLISION TYPE													TOTAL	CLASS.			PERSONS KILLED	PERSONS INJURED	REMARKS
		ANGLE	HEAD-ON	REAR-END	SIDESWIPE MEETING	SIDESWIPE OVERTAKING	TURNING	PARKING	NON-COLLISION	FIXED OBJECT	PEDESTRIAN	BACKING	MISCELLANEOUS			FATAL	NON-FATAL	PROP. DAMAGE			
At Ruby Lane M.P. 10.09	1949	No Accidents																			
	1950	No Accidents																			
	1951						2								2			2			
	1952	No Accidents																			
	1953	No Accidents																			
	1954	No Accidents																			
	Total						2								2			2			
At River Avenue M.P. 10.32	1949						1								1			1			
	1950	No Accidents																			
	1951						1								1			1			
	1952	No Accidents																			
	1953						1								1			1			
	1954	No Accidents																			
	Total						3								3			3			
At Corliss Lane M.P. 10.48	1949 to 1952	No Accidents																			
	1953						1								1	1			2		
	1954	No Accidents																			
	Total						1								1	1			2		
At Kurt Drive M.P. 10.54	1949 to 1954	No Accidents																			
	Total	No Accidents																			

OREGON STATE HIGHWAY DEPARTMENT — TRAFFIC ENGINEERING DIVISION

Rural Motor Vehicle Accident Listing

Hwy.No.____ Rte.No.____
From M.P.
To M.P.
Period Covered:
_____ to _____

LOCATION		COLLISION TYPE													TOTAL	CLASS.			PERSONS KILLED	PERSONS INJURED	REMARKS
		ANGLE	HEAD-ON	REAR-END	SIDESWIPE MEETING	SIDESWIPE OVERTAKING	TURNING	PARKING	NON-COLLISION	FIXED OBJECT	PEDESTRIAN	BACKING	MISCELLANEOUS		FATAL	NON-FATAL	PROP. DAMAGE			
At Osweego Drive																					
M.P. 10.56	1949	No Accidents																			
	to																				
	1953																				
	1954						1							1			1				
	Total						1							1			1				
At Maxwell Road																					
M.P. 10.70	1949						2							2		1	1		1		
	1950	No Accidents																			
	1951	No Accidents																			
	1952						1							1			1				
	1953	No Accidents																			
	1954	No Accidents																			
	Total						3							3		1	2		1		
At Rosewood Avenue																					
M.P. 10.80	1949																				
	to	No Accidents																			
	1954																				
	Total	No Accidents																			
At Howard Avenue																					
M.P. 10.87	1949						1			1				2			2				
	1950						3							3			3				
	1951						2							2			2				
	1952	No Accidents																			
	1953						1							1			1				
	1954	No Accidents																			
	Total						7			1				8			8				

OREGON STATE HIGHWAY DEPARTMENT

TRAFFIC ENGINEERING DIVISION

Rural Motor Vehicle Accident Listing

LOCATION		COLLISION TYPE													CLASS.					
Hwy.No.____ Rte.No.____ From M.P. To M.P. Period Covered: _____ to _____		ANGLE	HEAD-ON	REAR-END	SIDESWIPE MEETING	SIDESWIPE OVERTAKING	TURNING	PARKING	NON-COLLISION	FIXED OBJECT	PEDESTRIAN	BACKING	MISCELLANEOUS	TOTAL	FATAL	NON-FATAL	PROP. DAMAGE	PERSONS KILLED	PERSONS INJURED	REMARKS
At Maynard Avenue M.P. 10.95	1949 to 1954	No Accidents																		
	Total	No Accidents																		
At Merry Lane M.P. 11.09	1949 to 1954	No Accidents																		
	Total	No Accidents																		
At Lindner Lane M.P. 11.13	1949	No Accidents																		
	1950						1							1		1				
	1951 to 1954	No Accidents																		
	Total						1							1		1				
At Greenleaf Avenue M.P. 11.19	1949 to 1954	No Accidents																		
	Total	No Accidents																		
At Arbor Drive M.P. 11.32	1949 to 1954	No Accidents																		
	Total	No Accidents																		

OREGON STATE HIGHWAY DEPARTMENT — TRAFFIC ENGINEERING DIVISION

Rural Motor Vehicle Accident Listing

Hwy.No.____ Rte.No.____
From M.P.
To M.P.
Period Covered:
_____ to _____

LOCATION		COLLISION TYPE													TOTAL	CLASS.			PERSONS KILLED	PERSONS INJURED	REMARKS
		ANGLE	HEAD-ON	REAR-END	SIDESWIPE MEETING	SIDESWIPE OVERTAKING	TURNING	PARKING	NON-COLLISION	FIXED OBJECT	PEDESTRIAN	BACKING	MISCELLANEOUS			FATAL	NON-FATAL	PROP. DAMAGE			
At Horn Lane M.P. 11.34	1949										1				1	1			1		
	1950						1								1			1			
	1951			1			2								3		1	2		2	
	1952	No Accidents																			
	1953			1			4								5			5			
	1954						2								2			2			
	Total			2			9				1				12	1	1	10	1	2	
At Hillcrest Ave. M.P. 11.45	1949 to 1953	No Accidents																			
	1954						1								1			1			
	Total						1								1			1			
At Hilliard Lane M.P. 11.52	1949						1								1			1			
	1950	No Accidents																			
	1951	No Accidents																			
	1952	No Accidents																			
	1953	No Accidents																			
	1954														1			1			
	Total						1								1			1			
At Oakleigh Lane M.P. 11.60	1949 to 1952	No Accidents																			
	1953						1								1			1			
	1954	No Accidents																			
	Total						1								1			1			

OREGON STATE HIGHWAY DEPARTMENT — TRAFFIC ENGINEERING DIVISION

Rural Motor Vehicle Accident Listing

Hwy.No.____ Rte.No.____
From M.P.
To M.P.
Period Covered:
_____ to _____

LOCATION		COLLISION TYPE													TOTAL	CLASS.			PERSONS KILLED	PERSONS INJURED	REMARKS
		ANGLE	HEAD-ON	REAR-END	SIDESWIPE MEETING	SIDESWIPE OVERTAKING	TURNING	PARKING	NON-COLLISION	FIXED OBJECT	PEDESTRIAN	BACKING	MISCELLANEOUS			FATAL	NON-FATAL	PROP. DAMAGE			
At Marion Lane M.P. 11.61	1948 to 1953	No Accidents																			
	1954						1								1			1			
	Total						1								1			1			
At El Kay Drive M.P. 11.69	1949	No Accidents																			
	1950						3								3			3			
	1951	No Accidents																			
	1952						1								1			1			
	1953	No Accidents																			
	1954	No Accidents																			
	Total						4								4			4			
At McClure Lane M.P. 11.71	1949	No Accidents																			
	1950	No Accidents																			
	1951						1								1			1			
	1952 to 1954	No Accidents																			
	Total						1								1			1			
At Sunnyside Drive M.P. 11.77	1949 to 1954	No Accidents																			
	Total	No Accidents																			

OREGON STATE HIGHWAY DEPARTMENT

TRAFFIC ENGINEERING DIVISION

Rural Motor Vehicle Accident Listing

Hwy.No.____ Rte.No.____
From M.P.
To M.P.
Period Covered:
_____ to _____

LOCATION		COLLISION TYPE													TOTAL	CLASS.			PERSONS KILLED	PERSONS INJURED	REMARKS
		ANGLE	HEAD-ON	REAR-END	SIDESWIPE MEETING	SIDESWIPE OVERTAKING	TURNING	PARKING	NON-COLLISION	FIXED OBJECT	PEDESTRIAN	BACKING	MISCELLANEOUS			FATAL	NON-FATAL	PROP. DAMAGE			
At Park Avenue M.P. 11.86	1949																				
	1950						1								1			1			
	1951		No Accidents																		
	1952						4								4		1	3		1	
	1953						1								1			1			
	1954			1			2								2			2			
	Total			1			9								10	1	9		1		
At Bauer Avenue M.P. 12.06	1949						1								1		1				
	1950																				
	to		No Accidents																		
	1953																				
	1954						1								1		1				
	Total						2								2		2				
At Knoop Lane M. . 12.07	1949						1								1		1				
	1950																				
	1951		No Accidents								1				1		1				
	1952						1								1		1				
	1953	1					3								4	1	3		1		
	1954			1			1								2	1	1		1		
	Total	1		1			6				1				9	2	7		2		

OREGON STATE HIGHWAY DEPARTMENT

TRAFFIC ENGINEERING DIVISION

Rural Motor Vehicle Accident Listing

LOCATION

Hwy.No.____ Rte.No.____
From M.P.
To M.P.
Period Covered:
_____ to _____

LOCATION		COLLISION TYPE													CLASS.					
		ANGLE	HEAD-ON	REAR-END	SIDESWIPE MEETING	SIDESWIPE OVERTAKING	TURNING	PARKING	NON-COLLISION	FIXED OBJECT	PEDESTRIAN	BACKING	MISCELLANEOUS	TOTAL	FATAL	NON-FATAL	PROP. DAMAGE	PERSONS KILLED	PERSONS INJURED	REMARKS
At Beaver Lane M.P. 12.15	1949	No Accidents																		
	1950			1																
	1951						1							1			1			
	1952						1							1			1			
	1953	No Accidents												1			1			
	1954	No Accidents																		
	Total			1			2							3			3			
At Hansen Lane M.P. 12.26	1949			1			1							2			2			
	1950	No Accidents																		
	1951						3							3			3			Ped. Acc. #1 Veh.
	1952			1			1			1	1			3		1	2	1		making lit. S.to
	1953						1							2			2			W. leaving Hwy.
	1954			2			7			1	1			11		1	10	1		Ped. inside cross-
	Total				1									1			1			walks N.E. W. part
At Crocker Lane M.P. 12.34	1949	No Accidents																		of int. No vidi.
	1950 to 1952																			
	1953																			
	1954						1							1			1			
	Total						1							1			1			
At Briarcliff Dr. M.P. 12.40	1949 to 1954	No Accidents			1		2							1			1			
														3			3			

OREGON STATE HIGHWAY DEPARTMENT — TRAFFIC ENGINEERING DIVISION

Rural Motor Vehicle Accident Listing

Hwy.No.____ Rte.No.____
From M.P.
To M.P.
Period Covered:
_____ to _____

LOCATION		COLLISION TYPE													TOTAL	CLASS.			PERSONS KILLED	PERSONS INJURED	REMARKS
		ANGLE	HEAD-ON	REAR-END	SIDESWIPE MEETING	SIDESWIPE OVERTAKING	TURNING	PARKING	NON-COLLISION	FIXED OBJECT	PEDESTRIAN	BACKING	MISCELLANEOUS			FATAL	NON-FATAL	PROP. DAMAGE			
At Fir Lane M.P. 12.47	1949																				
	to 1954	No Accidents																			
	Total	No Accidents																			
At Holeman Avenue M.P. 12.49	1949	No Accidents																			
	1950			1											1			1			
	1951 to 1954	No Accidents																			
	Total			1											1			1			
At Thomason Street M.P. 12.55	1949	No Accidents																			
	1950	No Accidents																			
	1951						1								1			1			
	1952	No Accidents																			
	1953						1								1			1			
	1954	No Accidents																			
	Total						2								2			2			

18-1073 Division No. 4 Guardrail 1955
Project on The Dalles-California
and Willamette Highways

Files

18-1073

OREGON STATE HIGHWAY DEPARTMENT

(date)

August 7, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4585	3-Final	Truscfab, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16516	B-157639	$ 1,020.00	8/7/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings

ACCOUNTING DIVISION

Specified completion Date: June 30, 1956

Time Extensions: None

Completion Date: June 1, 1956

Date Accepted: July 12, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-9-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 9 1956

Ruth Rawlings

NOTED ON CARD

OREGON STATE HIGHWAY DEPARTMENT

F.105

15-1073

(date)

August 7, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4585	3-Final	Truss-fab, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16516	B-157639	$ 1,020.00	8/7/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings

ACCOUNTING DIVISION

Specified completion Date: June 30, 1956

Time Extensions: None

Completion Date: June 1, 1956

Date Accepted: July 12, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-9-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 9 1956

Ruth Rawlings

NOTED ON CARD

JS

RECEIVED
JUL 30 1956
FOR FILING

July 30, 1956

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Co.,
Northwest Branch Office
Mills Building
San Francisco 4, California

Gentlemen:

State Highway contract No. 4585 for work performed on the Division No. 4 Guardrail Project of The Dalles-California and Willamette Highways in Klamath and Lane Counties was completed by the contractor, Trussfab, Inc., on June 1, 1956, and was formally accepted by the Highway Commission on July 12, 1956.

Final payment in the amount of $1,020.00 will be released to the contractor on or after August 9, 1956. The total contract amount is $12,339.52, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ds

cc: Saint Paul-Mercury Indemnity Company
C. A. Tomassene & Sons
1002 Cascade Bldg.,
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JUN 14 1956
FOR FILING

June 13, 1956

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 4, Calif.

Gentlemen:

It is the intention of the State Highway Commission to release to Trumfab, Inc. a portion of the funds heretofore retained by the Commission on contract No. 4585, covering the Division No. 4 Guardrail Project on The Dalles-California and the Willamette Highways in Klamath and Lane Counties.

This payment in the amount of $5,362.56 reduces the retained percentage to $500.00 lump sum. The present payment will be released to the contractor on or after June 23, 1956.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomaseene & Sons
1002 Cascade Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

Form E-1—1954—1-56

OREGON STATE HIGHWAY DEPARTMENT

18-1073

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 6/1/56, 19

Section Division 4 Guard Rail Project

Kind of work Guard Rail

Highway The Dalles California & Willamette

Section prefix 18-1073

Contractor Trussfab Inc.

Contract number 4585

Date of contract 12-20-55, 19

Date of completion 6-30-56, 19

Date work started 4-17-56, 19

Estimated date of completion 6-10-56, 19

Project authorization . . . . . $ 13,165.88

Exclusive of Engineering . . . . . $ 12,229.64

Per cent of time elapsed 85.49 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 12,229.64

Estimated per cent overrun or underrun . . . . . 0 %

Per cent of contract completed, based on total contract price . . . . . 100.00 %

Engineering authorization . . . . . $ 936.24

Engineering cost to date $ 850.00, 91.00 %

Date project was completed 6-1-56, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Job compleated..

RECEIVED
JUL 1 1956
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
L. H. Young

NOTED
V. D. WOLFE

Signed H. S. Cox (SEA)

Address Box 151 Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 10072

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	Guard Rail				
Miles partially completed					
Miles completed					
Total estimated quantities (contract)	5,				
Total quantities corrected to date	5,1[illegible]				
Estimated quantities moved or placed to date	5184				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	10				
Average force on project for week	3				

Men 3

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Rain		
Wednesday	rain		
Thursday	rain		
Friday	fair		
Saturday			

RECEIVED
JAN 2 4 1956
FOR FILING

Fx-073
45x5

January 24, 1956

Trussfab, Inc.
1165 N. W. 102nd Ave.
Portland 1, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4585, which was awarded to you by the State Highway Commission on December 20, 1955, covering the Division No. 4 Guardrail Project on The Dalles-California and Willamette Highways in Klamath and Lane Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
DEC 21 1955
FOR FILING

1-107
4515

December 21, 1955

Transfab, Inc.
1160 N. W. 102nd Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on December 20, 1955 awarded to you State Highway Contract No. 4585 for Division No. 4 Guardrail Project on The Dalles-California and Willamette Highways in Klamath and Lane Counties.

This award was based on your bid of $11,620 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
F. M. Stephenson

4- 4(2) 4 16	Vanhill River grade separation structure at the intersection of Lafayette Co. Rd.	1955

RECEIVED
MAY 13 1958
FOR FILING

file

OREGON STATE HIGHWAY DEPARTMENT
(date)

May 7, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
1586 (VOUCHER NO.)	10 P.F. (WARRANT NO.)	Birkemeier Construction Co. (AMOUNT) (DATE)
9588	H211237	$3,512.08 5-7-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: Sept. 30, 1956

Time Extensions: Sept. 30, 1957

Completion Date: Sept. 30, 1957

Date Accepted: Oct. 31, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: May 7, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed MAY 8 1958

NOTED ON CARD

RECEIVED
APR 25 1958
FOR FILING

Apr. 24, 1958

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

You are hereby notified that a post-final payment will be made to Birkemeier Construction Company on Contract No. 4586, for N. Dayton Overcrossing and LaFayette Road Undercrossing on the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Highway in Yamhill County. This payment will be made as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $110,227.82, including the post-final payment of $3,512.08. There was no force account work performed in connection with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
MAR 21 1958
FOR FILING

4586

Salem, Oregon
March 20, 1958

Contract 4586

Mr. Ivan D. Merchant

I am returning your file on the claim of the Birkemeier Construction Company concerning the Dayton structures, Contract 4586.

I am willing to go along with the $3,513 claim, as I think it is entirely justified. I would not approve basing any claim on the cost indexes as they are very indefinite. I realize, of course, that considerable inconvenience was caused the company by the tie-up of its bidding ability due to delay, but, again, this is so intangible that I do not think we should recognize it in an adjustment.

Will you please make up a price agreement covering the items listed in the letter and in this agreement include a paragraph whereby the Birkemeier Company agrees that this settlement will cover any and all claims of any nature on this project.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams

RECEIVED
JAN - 8
FOR FILES

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 7, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4586	9 Final	Birkmeier Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
30321	H200960	$ 3,633.11	1-7-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G R Mumbrue

ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1956

Time Extensions: Sept. 30, 1957

Completion Date: Sept. 30, 1957

Date Accepted: Oct. 31, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Jan. 7, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 7 1958

NOTED ON CARD

RECEIVED
DEC 10 1957
FOR FILING

Dec. 9, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4586 for work performed on the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Highway in Yamhill County was completed by the contractor, Birkemeier Construction Co., on Sept. 30, 1957, and was formally accepted by the Highway Commission on Oct. 11, 1957.

Final payment in the amount of $3,633.11 will be released to the contractor on or after Dec. 19, 1957. The total contract amount is $106,715.74, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
OCT 22 1957
FOR FILING

Oct. 21, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Birkemeier Construction Co. in connection with Contract No. 4586, for the North Dayton Overcrossing and LaFayette Road Undercrossing on the McMinnville Airport-Dayton Junction Section of the Three Mile Lane Highway in Yamhill County. This payment, in the amount of $6,689.64, will be released to the contractor on or after October 31, 1957. The retained percentage is $3,188.12.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
MAR 12 1957
COMMISSIONERS

FOR FILING

F. C. FAHLEN, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

S-96 (3)
4586

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 11, 1957

Birkemeier Construction Co.
14511 S. E. River Road
Milwaukie, Oregon

Gentlemen:

The State Highway Commission on March 1 had under discussion your request for an extension of time from September 30, 1956 to September 30, 1957 within which to complete your contract No. 4586, for constructing the North Dayton Overcrossing and the LaFayette Road Undercrossing on the Three Mile Lane Highway in Yamhill County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

L. L. Jensen,
Resident Engineer

P. W. Stephenson,
Bridge Engineer

RECEIVED
FEB 20 1957
FOR FILING

4586

February 19, 1957

Request for extension of time
No. 35
February 26 and March 1 meeting

Oregon State Highway Commission

Gentlemen:

Re: North Dayton Overcrossing and
Lafayette Road Undercrossing
Contract No. 4586

Mittelstaedt Construction Company, contractors on the North Dayton Overcrossing and Lafayette Road Undercrossing on the Three Mile Lane Highway in Yamhill County, has requested an extension of time from September 30, 1956, to September 30, 1957, in which to complete the contract.

The specifications required the contractor to await the completion of the adjacent grading by the grading contractor before he could start work. The grading work was not completed at either bridge site until the arrival of weather unsuitable for bridge construction. The contractor was instructed to postpone the starting of his work until the arrival of suitable weather.

As this delay was beyond the control of the contractor, it is recommended that this extension be granted without penalty. This is a secondary highway project and does not require the concurrence of the Bureau of Public Roads.

This contract does not carry the liquidated damage provision.

Very truly yours,

R. C. Williams
State Highway Engineer

PHR/mm
Attached

RECEIVED
JAN 19 1956
FOR FILING

January 19, 1956

Birkemeier Construction Company
14511 S. E. River Road
Milwaukie, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4586, which was awarded to you by the State Highway Commission on December 20, 1955, for constructing the North Dayton Overcrossing and LaFayette Road Undercrossing on the Three Mile Lane in Yamhill County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JAN 19 1956
FOR FILING

January 19, 1956

Birkemeier Construction Company
14511 S. E. River Road
Milwaukie, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4586, which was awarded to you by the State Highway Commission on December 20, 1955, for constructing the North Dayton Overcrossing and LaFayette Road Undercrossing on the Three Mile Lane in Yamhill County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
DEC 21 1955
FOR FILING

9-96(2)
HTL

December 21, 1955

Birkemeier Construction Co.
14511 S. E. River Road
Milwaukie, Oregon

Gentlemen:

The State Highway Commission on December 20, 1955 awarded to you State Highway Contract No. 4586 for construction of concrete grade separation structure at the intersection of Lafayette County Road with Three Mile Lane Highway in Yamhill County.

This award was based on your bid of $106,080 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

S-234(7) Knowles Creek-Turner Creek 1955
Tunnel Sec. of the Appleton-
4 5 7 Richardson Road

RECEIVED
JUN 7 1961
FOR FILING
5-234(7)
4587

June 7, 1961

Shea-Kaiser-Morrison
Whiskeytown,
California

Attention: Charles F. Swango
Office Engineer

Dear Mr. Swango:

As requested in your letter of May 29, we are attaching two photocopies of the Itemized Unit Bids for the Knowles Creek-Turner Creek Tunnel project, on which bids were received on December 19, 1955.

This project was awarded to Gibbons and Reed Company and assigned State Highway Contract No. 4587.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Floyd Query
Secretary

CWH:mg
Encl.

RECEIVED
JUN 7 1961
FOR FILING
5-234(7)
4587

June 7, 1961

Shea-Kaiser-Morrison
Whiskeytown,
California

Attention: Charles F. Swango
Office Engineer

Dear Mr. Swango:

As requested in your letter of May 29, we are attaching two photocopies of the Itemized Unit Bids for the Knowles Creek-Turner Creek Tunnel project, on which bids were received on December 19, 1955.

This project was awarded to Gibbons and Reed Company and assigned State Highway Contract No. 4587.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Floyd Query
Secretary

CWH:mg
Encl.

RECEIVED
MAY 31
STATE HIGHWAY COMMISSION

SHEA - KAISER - MORRISON

CONTRACTORS FOR CLEAR CREEK TUNNEL
Whiskeytown, California

The Shea Company
Henry J. Kaiser Company
Morrison-Knudsen Company, Inc.
Macco Corporation
Raymond Concrete Pile Company

May 29, 1961

State of Oregon
Department of Highways
Salem, Oregon

Gentlemen:

Please send to Shea-Kaiser-Morrison, Whiskeytown, California, two copies of abstract of bids for the highway tunnel project near Eugene, Oregon. This project was completed approximately four years ago and Gibbons and Reed Company was the contractor.

Thank you. (Knowles Creek-Turner Cr. Tunnel) Lane County

Very truly yours,

SHEA-KAISER-MORRISON

Charles F. Swango

Charles F. Swango
Office Engineer

CS/bea

RECEIVED
MAY 31 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Contract #4587 awarded Dec. 1955

RECEIVED NOV 10 1958 FOR FILING

w.e. Williams

NOTED W. C. WILLIAMS

FINAL COST ANALYSIS

November 1958

Knowles Cr.-Turner Cr. Tunnel Sec. GRADING Mapleton-Richardson Road

Contract No. 4587 Contractor: Gibbons & Reed Company Prefix 520-1017

Resident Engineer: Geary Worth

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
			$	$	$	$
Clearing & Grubbing	100%	All	15,000.00	-	14,128.89	15,000.00
Drainage excav., Unclass.	1,522	Cu. Yd.	2.00	1.97	2,996.02	3,044.00
General excav., Unclass.	208,220.3	Cu. Yd.	0.80	1.038	216,267.93	166,576.24
Tunnel Drainage excav.	370.7	Cu. Yd.	25.00	25.78	9,559.05	9,267.50
Tunnel excav.	34,460.27	Cu. Yd.	8.25	5.72	197,206.11	284,297.23
Short Overhaul	618,302	Yd. Sta.	0.01	0.0103	6,419.02	6,183.02
Long Overhaul	5,648.4	C-Yd. Sta.	0.40	0.415	2,345.76	2,259.36
Finishing Roadbed & Slopes	0.85	Mile	1,000.00	1,189.56	1,011.13	850.00
Rounding Cutbanks	1,050	Lin. Ft.	0.19	0.175	183.75	199.50
48" Concrete Pipe	76	Lin. Ft.	17.00	13.76	1,045.62	1,292.00
6" Perf. Metal Dr. Pipe, Uncoated	247	Lin. Ft.	1.60	1.71	422.55	395.20
12" Perf. Metal Dr. Pipe, Uncoated	3,460	Lin. Ft.	3.50	2.46	8,522.03	12,110.00
Special Backfill in Drains	443	Cu. Yd.	10.00	10.40	4,610.70	4,430.00
43" Arch Type Corr. Metal Pipe	68	Lin. Ft.	13.00	11.17	759.86	884.00
*66" Struc. Plate Pipe, 7 Gauge	108	Lin. Ft.	50.00	40.47	4,370.50	5,400.00
66" Struc. Plate Pipe, 10 Gauge	204	Lin. Ft.	45.00	36.78	7,502.62	9,180.00
**Concrete Catch Basins	8	Each	135.00	141.80	1,134.40	1,080.00
**Class "A" Concrete	358.41	Cu. Yd.	100.00	89.92	32,228.31	35,841.00
**Metal Reinforcement	105,036.3	Lbs.	0.13	0.12	12,668.84	13,654.72
Timber Lining	1,333	Lin. Ft.	165.60	125.81	167,706.86	220,744.80
Electric Work	100%	All	635.00	709.26	709.26	635.00
PA#1 24" Concrete Pipe	135	Lin. Ft.	6.50	5.82	785.37	877.50

FINAL COST ANALYSIS - GRADING CONT'D

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
			$	$	$	$
PA#2 Extra Clearing & Falling	100%	All	800.00	753.03	753.03	800.00
PA#3 Timber Sets	122	Set	250.00	137.59	16,786.28	30,500.00
PA#4 Cement Adj. favor of Contr.	64.5	Bbl.	6.00	-	387.00	387.00
Force Account					77,656.34	93,336.76
Compromise settlement to cover : Portal Lining, Force Account, Loss of Production, and Replacing Timber.						15,500.00
					788,167.23	934,724.83

Gross Revenue	$ 934,724.83
Total Cost	788,167.23
Net Profit	$ 146,557.60

Net Profit Equals 15.68% of the Gross Revenue.

* Armco installed pipe.

** Tom Lillebo Construction Co.

DETAIL OF COSTS

Labor:			
Labor		$ 302,079.19	
Labor Insurance		27,187.13	
Health & Welfare		6,121.74	$ 335,388.06
Materials:			
48" Concrete Pipe	76 Feet @ $10.08	766.08	
6" Perf. Metal Dr. Pipe, Uncoated	247 Feet @ $0.75	185.25	
6" Bands	12 Each @ $0.92	11.04	
12" Perf. Metal Dr. Pipe, Uncoated	3460 Feet @ $1.87	6,470.20	
12" Bands	186 Each @ $1.75	325.50	
12" Wyes	11 Each @ $13.17	144.87	
45 Deg. Elbow	1 Each @ $10.57	10.57	
43" Arch Type Corr. Metal Pipe	68 Feet @ $9.05	615.40	
43" Arch Type Bands	2 Each @ $9.05	18.10	
66" Struc. Plate Pipe, 7 Gauge	108 Feet @ $39.01	4,213.08	
66" Struc. Plate Pipe, 10 Gauge	204 Feet @ $35.32	7,205.28	
Lumber (Timber Lining)	889,523 M	102,028.83	
4' Length Cedar Cordwood	506.5 Cord @ $45.00	22,792.50	
2' & 3' Length Cedar Cordwood	39.5 Cord @ $55.00	2,172.50	
Lag Screws & Washers		110.30	
Special Backfill	443 Cu. Yds.	2,550.18	
24" Concrete Pipe	135 Feet @ $3.14 Av. Price	424.20	150,043.88
Equipment Rental & Miscellaneous Supplies:			
Equipment Rental, Owned		130,158.97	
Equipment Rental, Hired		27,524.38	
Gas, Oil, and Grease		11,296.19	
Explosives		51,964.77	
Freight and Cartage		3,362.73	
Bond		3,624.10	
P.L. and P.D. Insurance		3,775.99	
Small Tools and Misc. Supplies		13,897.23	
Home Office and General Overhead		9,062.37	
Subcontracts		48,068.56	302,735.29
	TOTAL COST		$ 788,167.23

Remarks:

This was a "Federal Aid Secondary Project" calling for the construction of 0.91 mile of highway roadbed and the construction of 0.27 mile of roadway tunnel and concrete tunnel lining and portals on the Mapleton-Richardson Road in Lane County. The project was bid December 19, 1955 and awarded December 22, 1955. Work started February 22, 1956 and was completed November 8, 1957.

The contractor moved in four men and one D8 cat and started clearing on the west end of the project February 22, 1956. The clearing consisted of heavy under bush and down timber. As the clearing progressed, the excavation of the channel change was made and the installation of the structural plate and the 12-inch perforated pipe was completed before the grading could be started. The contractor moved in more equipment for the grading which consisted of three D8 cats and dozers, two 15 Yard scrapers, one D9 and dozer with mounted ripper, one 600 cubic foot, one 315 cubic foot, and one 105 cubic foot compressors, two wagon drills and jackhammers, plus equipment used for maintenance. The grading operations got under way in April, 1956. The grading consisted of sandstone which required a considerable amount of drilling, blasting, and scaling of the cut slopes due to weathered condition of the sandstone on both the east and west end of the tunnel. The grading on the east portion was slow as the bulk of the material was hauled by cat and cans. This being a long haul,production was very low. The finishing of the east section was done by the County as several slides in the graded section occurred, and the county chose to remove them rather than to have the contractor, so the contractor paid the county to finish the roadbed and slopes after the slide material was removed.

The contractor started the tunnel excavation July 25, 1956 on the west portal with a pilot bore, but after progressing approximately 110-lineal feet it was found the rock was unsound, and it was then decided to excavate the tunnel to full size and to extend the lining the full length between the portals. As the excavation progressed to approximately 140-feet, it was decided to place cedar cordwood packing behind the lining on a force account order. The lining and the cordwood packing slowed down the excavation considerably, as the lining had to be brought up almost to the face before another shot could be drilled. This slow-up didn't raise the price of excavation as the same crew was used for placing the lining and packing. The following equipment was used for the excavation and placing timber lining: one 2-1/2-yard Eimco loader, three dumpsters, one TD14 tractor, one D8 and dozer, one drill jumbo with six rock drills, one timbering jumbo, one 600 compressor, one 40 k.w. light plant, one fresh air system, one gas and one electric chain saw, and equipment used for maintenance. The contractor has to replace several rings that had been damaged during the blasting operation and in some areas extra rings had to be put in due to the pressure of the unstable sandstone. The concrete portal lining was subcontracted to Tom Lillebo.

RECEIVED
NOV 19 1958
OFFICE OF
STATE HIGHWAY ENGINEER

M. N. Juve
Chief Cost Analyst

By

C. E. Layton

Form A-10—[illegible]

INVOICE

Oregon State Highway Department

SALEM, OREGON

Contract 4587

Invoice No. 58066

JOHN D. GRAHAM

RECEIVED 1958 COUNTY [illegible]

Lane County
Eugene, Oregon

Attn: Board of County Commissioners

Date October 22, 1958

Your Req. No.

Billing Request No. 60 [illegible]

Credit Distribution: 520-[illegible]

Final billing: Knowles Creek-Turner Creek Tunnel Section, FA 238, covered by agreement dated December 19, 1955.

County share total cost as per attached statement	$27,000.53	
Less amount previously transferred	[illegible]	
Balance		$19,006.41
Original advance deposit	$33,771.12	
Less amount previously transferred	[illegible]	
Balance to be refunded		$33,000.00
Cash Received with Request: $		
By ..... Balance Due		$16,006.41

State Printing 13107

ACKNOWLEDGMENT OF BILLING REQUEST

State Highway Engineer

By

John F. Hagemann
Assistant County and City Relations Engineer

JFH:cg
cc: M. O. Walberg
County Road Administrator

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

October 22, 1958

NOTED
V. R. JONES

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

NOTED
JOHN D. GRAHAM

Gentlemen:

Final costs are now available for the Knowles Creek-Turner Creek Section of FAS 238. As shown on the attached cost statement a balance of $16,006.41 is due the state from the county.

A billing form for this amount will be forwarded by our accounting division within the next few days. Please make payment upon receipt of this billing form.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County and City Relations Engineer

JFH:cg
cc: M. O. Walberg
County Road Administrator

NOTED
C. G. SWENSON

COMPLETED: November 5, 1957

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Lane Contract No. 4587 Date 10/10/58

FAS 838 Section Knowles Creek-Turner Creek Tunnel

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached tabulation				[illegible]
Construction Engineering.				[illegible]
TOTAL CONSTRUCTION COSTS.				[illegible]
FEDERAL FUNDS COLLECTED FOR PROJECT . . .				[illegible]

ADDED COUNTY SHARE TOTAL COST:

50% of difference between $44,000.00 and
federal funds collected:
($[illegible] - $[illegible]) ÷ 1/2 = $[illegible]

100% of all over $[illegible]:
$[illegible] - $[illegible] = [illegible]

$[illegible]

TOTAL COUNTY SHARE:

$[illegible]

Less County Advance Deposits:

Received 12/22/[illegible]	[illegible]	$35,000.00
11/2[illegible]	[illegible]	[illegible]
7/14/58	[illegible]	23,000.00
Retained 7/14/58 refund on S. Unit Bayton Bridge-Scenic Section, FAS 220. See cc-2[illegible]	[illegible]	[illegible]

BALANCE DUE STATE. . . . . $[illegible]

JFlinn

Sept. 30, 19 57

STATE OF OREGON,

To GIBBONS AND RED COMPANY, Dr.

County Lane — Postoffice address Salt Lake City, Utah

Highway Maplet on-Richardson Road — Work done to Nov. 8, 1957 — Contract No. 4587

Section Knowles Creek - Turner Creek Tunnel — Prefix No. 520-1017-201(41) — Estimate No. 22 A Partial Final

ITEM	Unit	Unit Price	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Clearing and grubbing	all	15000.00	100%	15,000.00	15,000.00	-
2. Drainage excavation, unclass.	c.y.	2.00	1,522	3,044.00	3,044.00	-
3. General excavation, unclass.	c.y.	.80	208,220.3	166,576.24	166,576.24	-
4. Tunnel drainage excavation	c.y.	25.00	370.7	9,267.50	9,267.50	-
5. Tunnel excavation	c.y.	9.25	24,460.27	234,297.23	234,297.23	-
6. Short overhaul	yd.sta.	.01	618,302	6,183.02	6,183.02	-
7. Long overhaul	C-yd.sta.	.40	5,648.4	2,259.36	2,259.36	-
8. Finishing roadbed and slopes	mile	1000.00	.85	850.00	850.00	-
9. Reseeding cutbanks	l.f.	.19	1,050	199.50	199.50	-
11. 48" concrete pipe	l.f.	17.00	76	1,292.00	1,292.00	-
12. 6" perf.metal drain pipe, unstd.	l.f.	1.60	247	395.20	395.20	-
13. 12"perf. metal drain pipe, unstd.	l.f.	3.50	3,460	12,110.00	12,110.00	-
14. Special backfill in drains	c.y.	10.00	443	4,430.00	4,430.00	-
15. 43" arch-type corr. metal pipe	l.f.	13.00	68	884.00	884.00	-
16. 66" struc. plate pipe, 7 ga.	l.f.	50.00	108	5,400.00	5,400.00	-
17. 66" struc. plate pipe, 10 ga.	l.f.	45.00	204	9,180.00	9,180.00	-
18. Concrete catch basins	each	135.00	8	1,080.00	1,080.00	-
19. Class "A" concrete	c.y.	100.00	358.41	35,841.00	35,841.00	-
20. Metal reinforcement	lb.	.13	105,036.3	13,654.72	13,654.72	-
21. Timber lining	l.f.	165.60	1,333	220,744.80	220,744.80	-
22. Electrical work	all	635.00	100%	635.00	635.00	-
PA#1 36" concrete culvert pipe	l.f.	6.50	135	877.50	877.50	-
PA#2 Extra clearing and falling	all	800.00	100%	800.00	800.00	-
PA#3 Timber sets	set	250.00	122	30,500.00	30,500.00	-
PA#4 Cement adj.(Favor of Contractor)	bbl.	6.00	64.5	387.00	387.00	-
Force Account				93,336.76	93,336.76	
Compromise settlement to cover portal lining, force account, loss of wood & replacing timber. All arising out of state contract 4587				15,500.00	-	15,500.00
			Totals	919,224.83	919,224.83	15,500.00
	0		% Retained	-	-	-

Audited and approved by

Period covered To 11/8/57

Items Cont. 4587 Eq. 22A Final Final Total Payments

1. Clearing and grubbing	all	15000.00	100%	15,000.00	15,000.00	-
2. Drainage excavation, unclass.	c.y.	2.00	1,522	3,044.00	3,044.00	-
3. General excavation, unclass.	c.y.	.80	208,220.3	166,576.24	166,576.24	-
4. Tunnel drainage excavation	c.y.	25.00	370.7	9,267.50	9,267.50	-
5. Tunnel excavation	c.y.	8.25	24,460.27	284,297.23	284,297.23	-
6. Short overhaul	yd.sta.	.01	618,302	6,183.02	6,183.02	-
7. Long overhaul	C-yd.sta.	.40	5,648.4	2,259.36	2,259.36	-
8. Finishing roadbed and slopes	mile	1000.00	.85	850.00	850.00	-
9. Rounding cutbanks	l.f.	.15	1,850	199.50	199.50	-
11. 48" concrete pipe	l.f.	17.00	76	1,292.00	1,292.00	-
12. 6" perf.metal drain pipe, unctd.	l.f.	1.60	247	395.20	395.20	-
13. 12"perf. metal drain pipe, unctd.	l.f.	3.50	3,460	12,110.00	12,110.00	-
14. Special backfill in drains	c.y.	10.00	443	4,430.00	4,430.00	-
15. 43" arch-type corr. metal pipe	l.f.	13.00	68	884.00	884.00	-
16. 66" struc. plate pipe, 7 ga.	l.f.	50.00	108	5,400.00	5,400.00	-
17. 66" struc. plate pipe, 10 ga.	l.f.	45.00	204	9,180.00	9,180.00	-
18. Concrete catch basins	each	135.00	8	1,080.00	1,080.00	-
19. Class "A" concrete	c.y.	100.00	358.41	35,841.00	35,841.00	-
20. Metal reinforcement	lb.	.13	105,036.3	13,654.72	13,654.72	-
21. Timber lining	l.f.	165.60	1,333	220,744.80	220,744.80	-
22. Electrical work	all	635.00	100%	635.00	635.00	-
PA#1 36" concrete culvert pipe	l.f.	6.50	135	877.50	877.50	-
PA#2 Extra clearing and falling	all	800.00	100%	800.00	800.00	-
PA#3 Timber sets	set	250.00	122	30,500.00	30,500.00	-
PA#4 Cement adj.(Favor of Contractor)	bbl.	6.00	64.5	387.00	387.00	-
Force Account				93,336.76	93,336.76	
Compromise settlement to cover portal lining, force account, loss of prod.& replacing timber. All arising out of state contract 4587				15,500.00	-	15,500.00
			Totals	934,734.83	919,234.83	15,500.00
	0		% Retained	-	-	-
		Final	Total Payments	934,734.83	919,234.83	15,500.00

Audited and approved by

Period covered To 11/8/57

Items Cont. 4587 Est. 22A Post

Computed by C. Palmer
A Callsen
Geary Worth

Checked by

To be paid contractors, this estimate, $ 15,500.00

Engineer

Previous Voucher No. 6814

RECEIVED
OCT 21 1958
FOR FILING

file

OREGON STATE HIGHWAY DEPARTMENT

(date) October 17, 1958

(CONTRACT NO.) 1254(2)	(EST. NO.)	(CONTRACTOR)	
4587 (VOUCHER NO.) 4587	22A Post Final (WARRANT NO.)	Gibbons & Reed Company (AMOUNT)	(DATE)
23792	H225731	$ 15,500.00	10-16-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: July 31, 1957

Time Extensions: Nov. 8, 1957

Completion Date: Nov. 8, 1957

Date Accepted: Dec. 5, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Oct. 17, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

OCT 17 1958
warrant delivered to L. Gibbons

NOTED ON CARD

FORM E-125 SM 4-58

RECEIVED
OCT 6 1958
FOR FILING

Oct. 6, 1958

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

You are hereby notified that a post-final payment will be made to Gibbons and Reed Company on Contract No. 4587, for grading and tunnel excavation on the Knowles Creek-Turner Creek Tunnel Section of the Mapleton-Richardson Road in Lane County. This payment will be made as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $934,724.83, including the post-final payment of $15,500.00. Of the total, $93,336.76 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Yate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

FORM S-123 -5M 4-58

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

RECEIVED
SEP 30 1958
FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

September 8, 1958

AGENDA
SEP 11 1958

Oregon State Highway Commission

Re: Proposed settlement
Gibbons & Reed Contract No. 4587
Knowles Creek Tunnel

Gentlemen:

Upon the completion of the contract for the construction of the Knowles Creek Tunnel, Gibbons & Reed made a demand upon this Department for the payment of $28,599 for overrun, excess work and losses that they claim were sustained in connection with the fulfillment of said contract as follows:

Portal lining	$12,633.00
Force account	4,998.00
Loss of production	3,568.00
Replacing timber	7,400.00
Total	$28,599.00

Gibbons & Reed have, with their attorney, Mr. Hugh Barzee, met with Mr. Edwards of the Construction Department and the undersigned, and after consultation Gibbons & Reed have informed us that they are willing to accept $15,500 in full and complete settlement.

This contract was a 60-20-20 contract in which the Federal Government is paying 60% of the cost, the State 20% and Lane County 20%, or the balance, whichever is greater.

The matter was presented to Lane County and they furnished us a written statement authorizing settlement in the amount of $15,500, inasmuch as they will be the ones who will be required to pay the same.

NOTED
H. B. GLAISYER

I discussed this matter with Mr. Williams, State Highway Engineer, and with his concurrence recommend a settlement in that amount.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:br
cc: W. C. Williams
Forrest Cooper
H. B. Glaisyer
C. H. Maison
Robert Y. Thornton

R E L E A S E

WHEREAS, under ORS 366.400 the Highway Commission may enter into contracts necessary for the construction, maintenance, operation, improvement or betterment of highways; and

WHEREAS, the State of Oregon, by and through its State Highway Commission, and Lane County, by and through its Board of County Commissioners had heretofore entered into a co-operative agreement for the construction of the said Knowles Creek-Turner Creek Tunnel on the Mapleton Richardson Road; and

WHEREAS, pursuant to ORS 366.400 the State of Oregon, by and through its State Highway Commission, entered into a contract with Gibbons and Reed Company, a Utah corporation, for the construction of the Knowles Creek-Turner Creek Tunnel on the Mapleton-Richardson Road, said contract being State Highway contract No. 4587 and dated the 22nd day of December, 1955, and

WHEREAS, Gibbons and Reed Company, a Utah corporation, have made demand for the sum of $28,599 for overrun, excess work and losses that they claim were sustained in connection with said contract, said demand for $28,599 being the total of the following items to wit:

Portal lining	$12,633.00
Force account	4,998.00
Loss of production	3,568.00
Replacing timber	7,400.00
Total	$28,599.00

WHEREAS, Gibbons and Reed Company, a Utah corporation, have agreed to accept the sum of $15,500 in full settlement of all its demands and claims of every kind arising out of or connected with said contract.

NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENT, that Gibbons and Reed Company, a Utah corporation, in consideration of the sum of Fifteen Thousand Five Hundred Dollars and No/100 ($15,500.00) paid to them, receipt of which is hereby acknowledged, do hereby release and discharge the State of Oregon, by and through its State Highway Commission, and Lane County and all of the respective Commissioners, agents, employes, contractors and servants of the State of Oregon and of Lane County of all claims, demands, or causes of action or suit of whatsoever kind and nature arising out of or in any way connected with that certain Contract No. 4587, entered into by the State of Oregon, by and through its State Highway Commission, and Gibbons and Reed, a Utah corporation, on the 22nd day of December, 1955.

GIBBONS AND REED COMPANY, a Utah Corporation

CORPORATE SEAL

By_____
President

By_____
Secretary

R E L E A S E

WHEREAS, under ORS 366.400 the Highway Commission may enter into contracts necessary for the construction, maintenance, operation, improvement or betterment of highways; and

WHEREAS, the State of Oregon, by and through its State Highway Commission, and Lane County, by and through its Board of County Commissioners had heretofore entered into a co-operative agreement for the construction of the said Knowles Creek-Turner Creek Tunnel on the Mapleton Richardson Road; and

WHEREAS, pursuant to ORS 366.400 the State of Oregon, by and through its State Highway Commission, entered into a contract with Gibbons and Reed Company, a Utah corporation, for the construction of the Knowles Creek-Turner Creek Tunnel on the Mapleton-Richardson Road, said contract being State Highway contract No. 4587 and dated the 22nd day of December, 1955, and

WHEREAS, Gibbons and Reed Company, a Utah corporation, have made demand for the sum of $28,599 for overrun, excess work and losses that they claim were sustained in connection with said contract, said demand for $28,599 being the total of the following items to wit:

Portal lining	$12,633.00
Force account	4,998.00
Loss of production	3,568.00
Replacing timber	7,400.00
Total	$28,599.00

WHEREAS, Gibbons and Reed Company, a Utah corporation, have agreed to accept the sum of $15,500 in full settlement of all its demands and claims of every kind arising out of or connected with said contract.

NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENT, that Gibbons and Reed Company, a Utah corporation, in consideration of the sum of Fifteen Thousand Five Hundred Dollars and No/100 ($15,500.00) paid to them, receipt of which is hereby acknowledged, do hereby release and discharge the State of Oregon, by and through its State Highway Commission, and Lane County and all of the respective Commissioners, agents, employes, contractors and servants of the State of Oregon and of Lane County of all claims, demands, or causes of action or suit of whatsoever kind and nature arising out of or in any way connected with that certain Contract No. 4587, entered into by the State of Oregon, by and through its State Highway Commission, and Gibbons and Reed, a Utah corporation, on the 22nd day of December, 1955.

GIBBONS AND REED COMPANY, a Utah Corporation

CORPORATE SEAL

By_____
President

By_____
Secretary

State of _____)
(ss.
County of _____)

Personally appeared before me, _____, a notary public in and for the county and state aforesaid _____, president of the Gibbons and Reed Company, a corporation duly organized and incorporated and existing under and by virtue of the laws of the State of Utah, and _____, secretary of said corporation, personally known to me, and personally known to me to be such officers and to be the same persons, who executed, as such officers respectively, the within and foregoing instrument and such persons duly acknowledged the execution of the same to be the act and deed of said corporation.

Subscribed to in my presence this _____ day of _____, A. D. 19_____.

_____
Notary Public for the State of_____

My commission expires:_____

August 12, 1958

Mr. C. G. Swenson
Engineer, County and City Relations
State Highway Building
Salem, Oregon

Dear Sir:

This is to authorize the State Highway Department to settle the claim of Gibbons & Reed Company, contractors on the Knowles Creek Tunnel project, for the sum of $15,500.

Very truly yours,

LANE COUNTY BOARD OF COMMISSIONERS

By Ralph E. Peterson
Chairman

By _____
Commissioner

By Robert W. Stewart
Commissioner

August 12, 1958

Mr. C. G. Swenson
Engineer, County and City Relations
State Highway Building
Salem, Oregon

Dear Sir:

This is to authorize the State Highway Department to settle the claim of Gibbons & Reed Company, contractors on the Knowles Creek Tunnel project, for the sum of $15,500.

Very truly yours,

LANE COUNTY BOARD OF COMMISSIONERS

By Ralph Peterson
Chairman

By _____
Commissioner

By Robert W Straub
Commissioner

NOTED

NOTED
[illegible] C. Ayers

June 25, 1958

Mr. H. O. Walburg
Lane County Rd. Administrater
P. O. Box 3156
Eugene, Oregon

NOTED
John F. Hagemann

Dear Mr. Walburg:

Reference is made to my letter of December 6, 1957, with attachment showing, among other things, an estimated cost for the Knowles Creek - Turner Creek Tunnel Section of FAS 238 of $975,000 with an estimated balance due the state from the county of approximately $123,000.

This estimate still represents the best figures available at this time. In the event the county wishes to pay all or any portion of this $123,000 prior to July 1, it would be not only permissible but desirable.

Please made any such payment by means of a check or warrant payable to the Oregon State Highway Commission, forwarding same to this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. County & City Relations Engineer

JFH:bc

NOTED
C. G. SWENSON

NOTED
V. R. JONES

December 6, 1957

Mr. H. O. Walburg
Lane County Road Administrator
P. O. Box 3156
Eugene, Oregon

NOTED
John F. Hagemann

NOTED
Harold C. Ayers

Dear Mr. Walburg:

In answer to your telephoned request through Mr. V. R. Jones for information regarding expenditures for county FAS projects on Route F, FAS 238, I offer you the figures shown in the attached tabulation. This tabulation represents the best information available at this time.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

FAS 238, Lane County
Estimated Costs of Projects under Contract on Route F

Knowles Creek-Turner Creek Tunnel Section

Estimated Total Cost		$975,000
County Share		
20% of $454,000		$ 90,800.00
100% of all over $454,000		521,000.00
Estimated Total.....		$611,800.00
On Deposit		
12/22/55	$335,800.00	
11/23/56	150,000.00	
12/14/56	2,994.12 (Retained refund on Hayden Bridge-Donna)	
Total.....		$488,794.12
Estimated Balance Due.....		$123,005.88

Knowles Creek Bridges

Estimated Total Cost.....	$154,000
County advance Deposit (20% est. total cost)	$ 30,800.00

East Unit, Knowles Creek: Grading

Estimated Total Cost.....	$414,800
County Advance Deposit	
20% of $276,000	$ 55,200.00
100% of all over $276,000	138,800.00
Total Deposit.....	$194,000.00

Summary	Estimated Total Cost	Estimated Co. Share
Tunnel.....	$ 975,000	$611,800.00
Knowles Creek Bridges (3).....	154,000	30,800.00
E. Unit, Knowles Cr. Grading & Brs. (2)..	415,000	194,000.00
Total.....	$1,544,000	$836,600.00
County Funds on Deposit with State..		713,594.12
Estimated Balance Due State.....		$123,005.88
	or say	$123,000.00

JFH:mm
12/6/57

FORM E-123X SM 4-56

Forrest

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

RECEIVED
JUN 2 1958
FOR FILING

J 234 (7)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 28, 1958

Barzee, Leedy & Erwin
Attorneys at Law
1300 American Bank Building
Portland 5, Oregon

Attention: Mr. Hugh L. Barzee

Re: Knowles Creek-Turner Creek
Tunnel—Mapleton-Richard Road
Contract No. 4587

Gentlemen:

First, please accept my thanks for your forebearance in the above matter. The file was referred to Mr. Peterson who has been much in the trial courts.

Mr. Tom Edwards, Construction Engineer, in his letter to Mr. A. V. Toolson, of date December 10, 1957, stated his willingness to recommend $6,000.00 payment by way of compromise settlement of all claims.

At a recent meeting in his office (March 12, 1958), attended by yourself and Mr. Toolson, you will recall that Mr. Edwards further agreed to recommend an additional sum of $3,568.40.

All things are relative and therefore perhaps arguable. However, the $9,568.40 Mr. Edwards is willing to recommend does seem to us in the Legal Department not at all unreasonable under all the circumstances. If you are willing to accept this sum in full settlement of your claim in the nature of a compromise, please let me know.

Thanking you again for your many courtesies, and with kind personal regards, I remain

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:br
cc: Forrest Cooper
Tom Edwards

RECEIVED

RECEIVED
APR 3 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 4, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4587	22 - Final	Gibbons and Reed Company
(VOUCHER NO.) 4587	(WARRANT NO.)	(AMOUNT) (DATE)
6814	H 208508	$27,965.52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris Wesenhouse
ACCOUNTING DIVISION

Specified completion date: July 31, 1957

Time Extensions: Nov. 8, 1957

Completion Date: Nov. 8, 1957

Date Accepted: Dec. 5, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Apr. 4, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: APR - 4 1958
GRee

NOTED ON CARD

RECEIVED
APR 23 1958
FOR FILING

STATE HIGHWAY COMMISSION MEETING
March 27, 1958
Delegation - Commissioner Kenneth Nielsen
Lane County
re - Route "F"

REYNOLDS The next one, Mr. Nielsen left with us this noon a copy of his proposal.

WILLIAMS They are coming in, he won't be here himself. I had quite a long session with them and they've been insistant for several years that we take over their section of this Route "F". It's nine miles in length. There's 37 miles of that highway that's already on our system from Eugene to Richardson. It's a State Secondary. The next nine miles is county road on the federal aid system.

REYNOLDS Just a second. (can't understand) from Walton it hits the river...

WILLIAMS up to Richardson. Is Richardson shown on your map?

REYNOLDS No. Where is it, on the river?

From Noti to Walton to Swiss Home.

WILLIAMS The road now will go to Mapleton. (can't understand) We built that tunnel. It saves about 17 miles distance from Eugene to the coast. They came to me with the proposal that we take it over and I countered with certain conditioning in which I said that I would recommend to the Commission that they would do certain things: (1) that they bring the road to a suitable standard and with an oil surface. (2) that they take over the Deadwood Secondary, that 19 mile road that we've been trying to get rid of for 20 years. I think that's a fair exchange, you take 9 miles and we'll take 19, the road we take won't require more maintenance where there would be much heavier traffic. They have finally agreed, and will come in and recommend to you that they will do these certain things, to finish surfacing the road, put an oil treatment on it, and we in turn will then take it over from them, when they have done that, and they will take the 19 some odd miles of the Deadwood Secondary. I recommend that exchange.

REYNOLDS We'll talk to them tomorrow.

McIVER That's going to make a nice road, a fine alignment.

WILLIAMS You know, they have put a million and a half dollars worth of road money on that road. Of course, that tunnel cost nearly a million dollars.

McIVER It's going to be a fine road.

Del. 11:30 a.m.

FORM E-90 80M 8-57—6063

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 25, 1958

SUBJECT: Richardson-Mapleton

To:

Mr. W. C. Williams
State Highway Engineer

NOTED
W. C. WILLIAMS

In company with E. F. Chidsey, H. W. Hughlett and D. J. Sage, I went over the Richardson-Mapleton Section Monday, March 24, 1958. There are 9.2 miles of which 3.3 miles is being constructed by contract. On the East end there are 2.9 miles and on the West end 3.0 miles constructed by the County. The sections constructed by the County need reshaping. The fills have settled, the slopes have sluffed into the ditches so that considerable grading will be required to bring the road up to grade and cross section. In some instances we understand the County plans to revise the grade line but the new grade line should be reviewed carefully, as after the surfacing is laid it would be difficult to make grade line corrections. The new concrete bridges were built to profile grade and the approach fills have in some instances settled 2 to 4 feet. The changing of the grade line in such cases may be a poor method of reducing costs.

We question the 40,000 cubic yard commitment. The better way would be to specify a minimum thickness of surfacing.

We should ask for stockpiled maintenance rock for maintenance of the proposed oil mat. We should also have at least two good stockpile sites. It was suggested that the tunnel be paved with concrete to reinforce the footings and curbs.

Right of way ownership on the entire section should be examined and title cleared before acceptance. In some cases of high slopes and through private property the right of way may need widening. The County should be requested to transfer title to the State, by deed preferably.

The bridge at Mapleton is a 630 foot long untreated timber structure with two 105 single chord timber trusses. The bridge was built in 1934 and is now 24 years old. The last span has lost its camber and should be examined carefully as to the condition of its bottom chords. At the best, these trusses may last another 2 or 3 years and under heavy log haul will be a source of constant worry until rebuilt. We estimate the replacement of the two truss spans will cost $80,000. The cost of replacing the approaches can be deferred a few years longer than the trusses, at which time their replacement will cost approximately $100,000.

The tunnel is 1410 feet long and is lined with untreated fir with 30 feet lined with concrete at each end. The life expectancy of untreated fir is 7 to 10 years. The replacement cost is estimated at $350 per foot or approximately $500,000.

The remainder of the structures on the section are new and in good condition so that only routine maintenance would be required for many years.

I. A. DeFrance
Maintenance Engineer

IAD:ieb

LANE COUNTY

EUGENE, OREGON

BOARD OF COUNTY COMMISSIONERS
RALPH PETERSEN
KENNETH NIELSEN
ROBERT W. STRAUB

March 17, 1958

W. C.Williams
Oregon State Highway Engineer
Salem, Oregon

Re: County Road Route "F"
FAS 238

Dear Mr. Williams:

In our discussion with you on March 12th relative to exchanging County Road Route "F", of approximately a nine mile distance, for the Route "201 called Deadwood to Paris State Secondary, of approximately nineteen miles, the following tentative proposal was made :

1. Lane County will reshape and ditch such portions of the "F" route as has not already been completed by the contract sections. This will include bringing the road to a uniform grade line, proper superelevation, and section.

2. Lane County will place ballast and surfacing on Route "F" to the amount of 40,000 cubic yards, now under contract crushing at Mapleton for the county.

3. Lane County will place an O-9 oil job on the nine miles of "F" Route.

4. Lane County will place footings and curb in the tunnel with full depth ballast and surfacing.

A rough estimate of cost for the above work by items is as follows:

Item #1.....$8,000.00
Item #2.....60,000.00
Item #3.....27,000.00

BOARD OF COUNTY COMMISSIONERS
RALPH PETERSEN
KENNETH NIELSEN
ROBERT W. STRAUB

EUGENE, OREGON

Item #4.....30,000.00
Engr. 5,000.00

Total: $130,000.00

If the above exchange of roads is made it would be desirable to obtain such stockpile sites as the State Highway Department may have on the Deadwood Highway.

Ralph Petersen (Commissioner)
Kenneth Nielsen (Commissioner)
(Commissioner)

SNP:mk

AGENDA
MAR 28 1958

March 12, 1958

Neilson appeared
4:05 PM
March 27, 58

Mr. Kenneth Nielsen
Commissioner
Board of County Commissioners
Lane County Courthouse
Eugene, Oregon

Dear Mr. Nielsen:

Relative to our conversation today concerning an appointment with the State Highway Commission on Thursday, March 27, 1958, I wish to say that I discussed this matter with Mr. W. C. Williams, State Highway Engineer, and it is our feeling because of the volume of matters that are to be discussed by the Commission at this meeting, it would be inadvisable to assign you a time on that day; however, if the County Court is present on the 27th and an opening should occur in the discussion, we will ask the Commission to give you an audience. We cannot definitely say that the Commission will hear you at that time because of its established policy which reserves the first day for disposal of matters appearing on the agenda. This usually takes up the entire day. The matter of hearing delegations on the first day of two day Commission meetings is strictly for the Commission to decide, but, as stated, if you are present I will advise the Commission what you have in mind and why it is impossible for you to be present on the 28th.

I assume from our conversation that it will be impossible for you to appear before the Commission at 11:30 a.m. on March 28, so I shall assign that time to another group unless you advise me shortly that you still wish the reservation to stand.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
W. C. Williams

11:30 AM
MARCH 28, 1958

D

SWISSHOME
Nekoma
MAPLETON
Beck
Thernan
FOREST
Shannon
Walton
Flagg
Richardson
Austa
Globe
Alma
DOUGLAS COUNTY
R 9 W
R 8 W
R 10 W
R 11 W
R 7 W
T 18 S
T 19 S
T 20 S

SHEET 1 OF 6 MAP SHEETS AND 16 SUPPLEMENTAL SHEETS
SEE SUPPLEMENTAL SHEET 1A 2A FOR ENLARGED AREAS

1 AREA NORTH OF FLORENCE
2 GLENADA
3 WESTLAKE
4 MAPLETON
5 SWISSHOME
6 TRIANGLE LAKE

KEY TO COUNTIES

Population of Lane County, 1950 Census
125,776

GENERAL HIGHWAY MAP
LANE COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE
1 0 1 2 3 4 Miles

1956

ROADSIDE CULTURE AS OF 1955

Polyconic Projection
Plane Coordinate on Lambert Projection
Oregon South Zone in Thousands of Feet
This map has been Prepared by Standard Stereo-Photogrammetric Methods

APPROVED APRIL 15, 1957

DOUGLAS
COUNTY
ARRANGEMENT OF SHEETS FOR
LANE COUNTY
KEY TO COUNTIES
Population of Lane County, 1950 Census
125,776
ROADSIDE CULTURE AS OF 1955
R 12 W
R 11 W
R 10 W
R 9 W
T 20 S
T 19 S
Siltcoos
Lake
WESTLAKE
North Beach
Heceta Beach
FLORENCE
GLENADA
Canary
Siboco
Cushman
Wendson
FOREST
Ternan
MAPLETON
SWISSHOME
Fivo
Siuslaw
PACIFIC
N
SNF
STATE PARK
MUNICIPAL AIRPORT
POST OFFICE OR (P) ATOP ANY BUILDING
BUSINESS ESTABLISHMENT
FACTORY OR INDUSTRIAL PLANT
GRAIN ELEVATOR
STOCK LOADING PEN
POWER PLANT-HEATING PLANT-PUMP HOUSE
POWER SUBSTATION
TRANSMISSION LINE
WATER TANK—OIL TANK—GAS TANK
DISPOSAL, D-DUMP S-SEWAGE I-INCINERATOR
ROAD MATERIAL STOCK PILE SITE
GRAVEL OR CINDER PIT — QUARRY
MINE
CAMP AREA OR LODGE
PARK OR CLUB, SP-STATE MP-MUNICIPAL
GC-GOLF YC-YACHT EC-EQUESTRIAN
RC-RIFLE AP-ATHLETIC
FAIRGROUNDS OR RACE TRACK
DRIVE-IN THEATER
MILITARY INSTALLATION T 18 S
FOREST RANGER STATION
OBSERVATION OR LOOKOUT TOWER
FISH HATCHERY
TRANSMISSION STATION

LEGEND

- PUBLIC USAGE — PRIVATE ROAD
- IMPASSABLE ROAD
- PRIMITIVE ROAD
- UNIMPROVED ROAD
- GRADED AND DRAINED ROAD
- SOIL SURFACED ROAD
- GRAVEL NOT GRADED OR DRAINED ROAD
- GRAVEL GRADED AND DRAINED ROAD
- PAVED ROAD, LOW TYPE
- PAVED ROAD, HIGH TYPE
- MULTIPLE LANE —— DIVIDED ROAD
- ONE WAY ROAD
- FEDERAL AID PRIMARY HIGHWAY
- FEDERAL AID SECONDARY HIGHWAY
- ORE ROUTE — US ROUTE
- 1.6 DISTANCE BETWEEN POINTS
- MINOR STRUCTURE
- BRIDGE — GRADE SEPARATION
- BRIDGE, COVERED
- FERRY, FF-FREE TF-TOLL
- DAM
- DAM ROAD ON TOP
- DAM WITH LOCKS
- TUNNEL
- CATTLE UNDERPASS
- GATE
- INTERMITTENT STREAM
- STREAM
- RIVER N-NAVIGABLE
- DOCK PIER OR LANDING
- LAKE, POND, OR RESERVOIR
- DRAINAGE DITCH
- IRRIGATION DITCH
- PROMINENT MOUNTAIN BUTTE, OR PEAK
- RAILROAD
- RAILROAD STATION
- RAILROAD GRADE CROSSING
- RAILROAD ABOVE ROAD
- RAILROAD BELOW ROAD
- AIR ROUTE
- AIRFIELD — AIRPORT
- LANDING AREA OR AIRSTRIP
- AIRFIELD, MILITARY
- SEAPLANE BASE CIVIL
- AIRWAYS LIGHT BEACON
- WEATHER OBSERVATION STATION
- STATE CAPITOL
- COUNTY SEAT
- CITY OR LOCALITY
- FARM UNIT
- DWELLING, OTHER THAN FARM
- GROUP OF DWELLINGS
- PUBLIC BUILDING, T-TOWNHALL G-GRANGE
- SCHOOL
- CHURCH
- CEMETERY
- FIRST AID STATION
- HOSPITAL
- RADIO STATION, WITH CALL LETTERS
- POST OFFICE OR (†) ATOP ANY BUILDING
- BUSINESS ESTABLISHMENT
- FACTORY OR INDUSTRIAL PLANT
- SAWMILL
- GRAIN ELEVATOR
- MINE OR QUARRY
- STOCK LOADING PEN
- POWER PLANT-HEATING PLANT-PUMP HOUSE
- POWER SUBSTATION
- TRANSMISSION LINE
- WATER TANK—OIL TANK—GAS TANK
- DISPOSAL D-DUMP S-SEWAGE INCINERATOR
- ROAD MATERIAL STOCK PILE

124 10 | 124 05 | 124 00 | 123 55 | 123 50

R 12 W | R 11 W | R 10 W | R 9 W

T 15 S | T 16 S | T 17 S

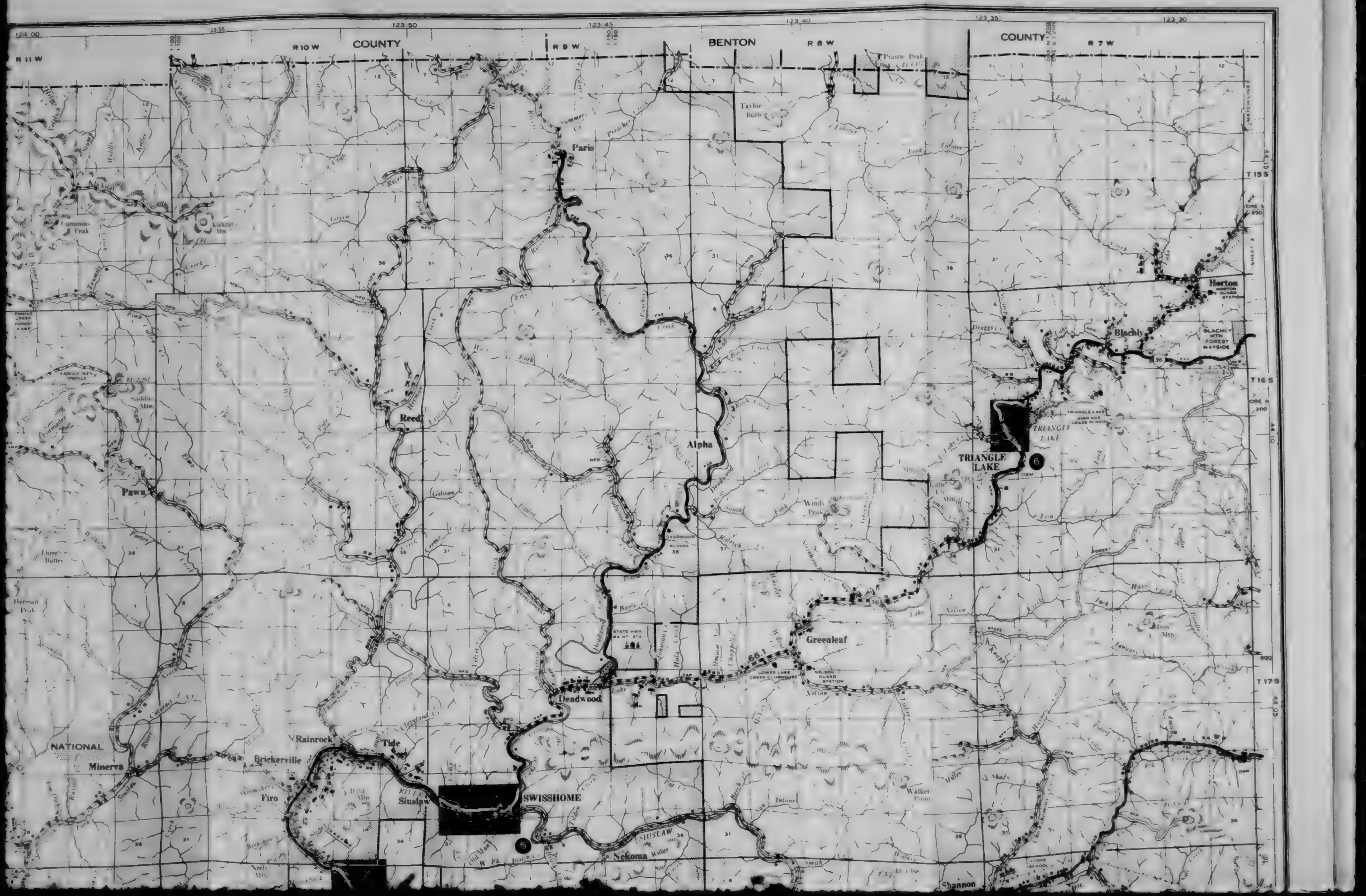
LINCOLN COUNTY

PACIFIC OCEAN

Captain Cook Point | NEPTUNE STATE PARK | Brant Point | Gwynn Knoll | Little Cummins Creek | Cummins Ridge | Bob Creek | Tenmile | Tenmile Ridge | Tenmile Creek | Fairview Mtn | Rocky Knoll | Roosevelt Beach | OCEAN BEACH FOREST CAMP | ROCK CREEK FOREST CAMP | MURIEL O PONSLER STATE MEMORIAL PARK | HECETA HEAD LIGHTHOUSE RES | Cape Cr | DEVILS ELBOW STATE PARK | Sea Lion Point | SEA LION CAVES | Cox Rock | The Side | Lily Lake | Mercer Lake | BUTTON LAKE FOREST CAMP | Sutton Lake | DARLINGTONIA STATE PARK | Heceta Beach | Collard Lake | Woahink Lake | Cleawox Lake | Siltcoos Lake | Tahkenitch Lake | Threemile Lake | Siltcoos River | Tahkenitch Creek | Berry Creek | Big Creek | Big Creek Forest Camp | Tenmile Creek Forest Camp | Saddle Mtn | Saddle Mtn Springs | Summit | Varna | Rogers Creek | Pawn | Three Buttes | Herman Peak | Clover Creek | Hailey Creek | Mercer Creek | Dunham Creek | Fernback Marsh | Hollenbeck Creek | Noels Mtn | Agnes | Cleawox Lake | Siltcoos Lake | Tahkenitch Lake | Threemile Lake | Siltcoos River | Tahkenitch Creek | Berry Creek | Big Creek | Big Creek Forest Camp | Tenmile Creek Forest Camp | Saddle Mtn | Saddle Mtn Springs | Summit | Varna | Rogers Creek | Pawn | Three Buttes | Herman Peak | Clover Creek | Hailey Creek | Mercer Creek | Dunham Creek | Fernback Marsh | Hollenbeck Creek | Noels Mtn | Agnes

Cummins Peak | Klickitat Mtn | Paris | Reed | Deadwood | Rainrock | Tide | Brickerville | Firo | Siuslaw | SWISSHOME | MAPLETON | NATIONAL | Minerva | SIUSLAW

101 | 22 7


R 11 W
R 10 W
R 9 W
R 8 W
R 7 W
COUNTY
BENTON
COUNTY
123.50
123.45
123.40
123.35
123.30
T 15 S
T 16 S
T 17 S
Paris
Reed
Alpha
Taylor Butte
Prairie Peak
Herton
Blachly
TRIANGLE LAKE
Greenleaf
Deadwood
Pawn
Rainrock
Tide
Brickerville
Minerva
Firo
SWISSHOME
Siuslaw
Nekoma
Shannon
Cummins Peak
Kickatat Mtn
Saddle Mtn
Three Buttes
Herman Peak
Bloom Mtn
Walker Point
Winds Peak
Little Mtn
NATIONAL
BLACHLY MTN FOREST WAYSIDE
TRIANGLE LAKE HIGH AND GRADE SCHOOL
DEADWOOD SCHOOL 36
LOWER LAKE GREEN CLUBHOUSE
NELSON GUARD STATION
STATE HWY DIV MT STA
LYONS SCHOOL
Siuslaw River
Deadwood Creek
Lake Creek
Dry Creek
Rock Creek
Wildcat Creek
Cleveland Creek
Indian Creek
Lake Fork
Taylor Fork
Nelson Creek
Walker Creek
Brush Creek
Old Wagon Road
Summer Prairie Creek
Middle Fork
West Fork
Siuslaw River
Siuslaw River Road
Deadwood Road
Alpha Road
Triangle Lake Road
Greenleaf Road
Nelson Road
Walker Road
Brickerville Road
Rainrock Road
Tide Road
Pawn Road
Reed Road
Alpha Road
Deadwood Road
Greenleaf Road
Triangle Lake Road
Shannon Road
Nekoma Road
Swisshome Road
Minerva Road
Firo Road
Siuslaw Road
Blachly Road
Herton Road
Lorane Road
Lorane Creek
Lorane
Shannon
Nekoma
Swisshome
Deadwood
Greenleaf
Triangle Lake
Herton
Blachly
Alpha
Reed
Paris
Pawn
Rainrock
Tide
Brickerville
Minerva
Firo
Siuslaw
Nelson
Walker
Brush
Rock
Dry
Lake
Cleveland
Indian
Wildcat
Summer Prairie
Middle
Taylor
Lake
Deadwood
Alpha
Greenleaf
Triangle Lake
Herton
Blachly

RECEIVED
MAR 26 1958
FOR FILING

K-2347(1)
4587

Mar. 25, 1958

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4587 for grading and tunnel excavation on the Knowles Creek-Turner Creek Tunnel Section of the Mapleton-Richardson Road in Lane County was completed by the contractor, Gibbons and Reed Company, on Nov. 8, 1957, and was formally accepted by the Highway Commission on Dec. 5, 1957.

Final payment in the amount of $27,965.52 will be released to the contractor on or after Apr. 4, 1958. The total contract amount is $919,224.83, of which amount $93,336.76 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

February 7, 1958

Mr. Ralph Peterson
Lane County Commissioner
Courthouse
Eugene, Oregon

Dear Mr. Peterson:

As per your verbal request our bridge division has furnished a cost estimate for lighting the Knowles Creek Tunnel on FAS 238. This estimate is $35,000 based on the assumption power would be available at the tunnel site. The power load would be approximately thirty kilowatts.

Very truly yours,

W. C. Williams
State Highway Engineer

By NOTED
John F. Hagemann

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

February 7, 1958

Mr. Ralph Peterson
Lane County Commissioner
Courthouse
Eugene, Oregon

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W. C. Williams
State Highway Engineer

By NOTED
John F. Hagemann

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

FORM S-502—37,500—8-57—1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 7, 1958

SUBJECT: Knowles Creek Tunnel

To: Mr. C. G. Swenson
County and City Relations Engineer
O f f i c e

Preliminary design considerations for lighting the subject tunnel indicate that the required amount of lighting would cost approximately $35,000.

This figure is based on the assumption that the local utility company would furnish power at the tunnel site. The power load would be approximately 30 kilowatts.

Ivan D. Merchant

Ivan D. Merchant
Bridge Engineer

DSB/mm

cc: D. S. Berger

NOTED
V. R. JONES

NOTED
Harold C. Ayers

October 8, 1957

Mr. H. O. Strombom
Assistant Highway Administrator, Lane County
1820 Roosevelt Boulevard
Eugene, Oregon

Route "F" Tunnel, FAS 238

NOTED
John F. Hagemann

Dear Mr. Strombom:

This is to acknowledge your letter regarding the illumination of the Route "F" tunnel.

The bridge division will prepare plans and an estimate of cost for illumination of the tunnel and you will be advised when these are completed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

CGS:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

September 4, 1957

Re: Route "F" Tunnel

State of Oregon
Department of Highways
Salem, Oregon

Att: Mr. Clarence G. Swenson
County-City Relations Engineer

Dear Mr. Swenson:

This is in reference to your recent discussion with Mr. Ralph Petersen, County Commissioner, concerning the illumination of the tunnel on Route "F".

Mr. Petersen has asked that we write you requesting the State Highway Department to prepare a plan and furnish us with an estimate of cost for the proper illumination of this tunnel as per your conversation.

Any help we can obtain from your department in this respect will be greatly appreciated, since our knowledge of tunnel lighting is extremely limited.

Very truly yours,

H. O. Walberg
Administrator

By

H. O. Strombom
Assistant

cc: Mr. Petersen
W-S/k

Copy to Br. Eng. VN.
10/7/57
F. File

NOTED
C. G. SWENSON

COPY

RECEIVED
JAN 30 1958
FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
R. H. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 28, 1958

Knowles Creek-Turner Creek Tunnel
Mapleton-Richardson County Road
Lane County
Contract No. 4587

Gibbons and Reed Company
P. O. Box 4989
Portland 13, Oregon

Attention Mr. A. V. Toolson, Division Manager

Gentlemen:

Checking work on the estimate covering work done on the subject named job has progressed to such a point that we can now issue a final estimate. You will perhaps recall that you made several claims concerning additional payment on this project and that we answered your claims by letter of December 10th setting forth a proposed settlement. Your reply of December 16th indicated that you were giving the matter further consideration.

In order to bring this matter to a conclusion and so that a post-final estimate will not have to be issued, I am forwarding herewith a price agreement which covers the settlement as set out in our letter of December 10th. I am of the firm belief that this is all of the adjustment that can be justified regarding your claims. If you decide to take this offer, will you please execute this price agreement and return it to this office for further handling.

Very truly yours,

Tom Edwards
Construction Engineer

Encl.

cc Forrest Cooper
S. H. Probert

RECEIVED
JAN 29 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 13 1958
FOR FILING

4587

Jan. 13, 1958

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Gibbons and Reed Company in connection with Contract No. 4587, for grading and tunnel excavation on the Knowles Creek-Turner Creek Tunnel Section of the Mapleton-Richardson Road in Lane County. This payment, in the amount of $19,192.62, will be released to the contractor on or after Jan. 23, 1958. The retained percentage is $27,564.72.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Continental Casualty Co.
Northwest Branch Office
Warner M. Bruce, Mgr.
152 Denny Way
Seattle, Washington

Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—1084—7-57

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 28, 1957

Section Knowles Creek-Junior Creek Tunnel
Highway Mapleton-Richardson Road County Lane
Contractor Gibbons & Reed Co.
Date of contract December 22, 1955
Date work started February 22, 1956
Project authorization $ 957,002.63
Exclusive of engineering $ 907,301.35
Estimated cost of completed project, exclusive of engineering $ 921,142.96
Estimated per cent overrun or underrun Over-Run 2 %
Per cent of contract completed, based on total contract price 100 %
Engineering authorization $ 49,707.28
Engineering cost to date $ 55,029.58, 110.7 %

Kind of work Grading
Section prefix 520-1017
Contract number 4587
Date of Completion Specified work days July 31, 1957
Est. Date of Comp. Work days used Now Complete
Per cent of time elapsed 116.2 %
Date project was completed November 3, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-Final was completed and delivered to Roseburg Monday.

CONSTRUCTION DIVISION
RECEIVED
DEC 31 1957
NOTED

Signed Leary N. Worth
Address 2703 E. 15th St., Eugene

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 5146

Form E-1—1064—7-57

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 28, 1957

Section Knowles Creek-Lumber Crank Tunnel
Highway Mapleton-Richardson Road County Lane

Contractor Gibbons & Reed Co.

Date of contract December 22, 1955

Date work started February 22, 1956

Project authorization . . . . . $ 957,002.63
Exclusive of engineering . . . . $ 907,301.35

Estimated cost of completed project, exclusive of engineering . . $ 921,142.96

Estimated per cent overrun or underrun . . . . . Over-Run 2 %

Per cent of contract completed, based on total contract price . . 100 %

Engineering authorization . . . . $ 49,707.28

Engineering cost to date $ 55,029.58, 110.7 %

Kind of work Grading

Section prefix 520-1017

Contract number 4587

Date of Completion Specified work days July 31, 1957
Est. Date of Comp. Work days used Now Complete

Per cent of time elapsed 116.2 %

Date project was completed November 3, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-Final was completed and delivered to Roseburg Monday.

CONSTRUCTION DIVISION
RECEIVED
DEC 1957
NOTED

Signed Leary A. Worth

Address 2198 E. 15th St., Eugene

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 3140

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.10				
Miles partially completed					
Miles completed	1.10				
Total estimated quantities (contract)	235,000 C.Y.				
Total quantities corrected to date	34,450 C.Y. Tunnel 208,000 C.Y.				
Estimated quantities moved or placed to date	34,450 C.Y. Tunnel 208,000 C.Y.				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Rain		
Tuesday	Overcast		
Wednesday	Showers		
Thursday	Overcast		
Friday	Overcast		
Saturday			

RECEIVED
DEC 13 1957
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 10, 1957

Mr. A. V. Toolson,
Division Manager
Gibbons & Reed Company
P. O. Box 4989
Portland 13, Oregon

Re: Knowles Creek-Turner Creek Tunnel
Mapleton-Richardson Road
Contract No. 4587

Dear Sir:

We have made a further study of the various claims advanced by you at our meeting on November 18, 1957. The conclusions reached as the result of this study are set forth below:

1. Claim: Payment for timber lining on those portions near the portals where concrete lining was constructed as per plan.

This claim is denied for the following reasons but not necessarily limited thereto:

1. The timber lining was a part of stage construction and did not functionally become a part of the completed structure.

2. Timber lining was constructed in back of concrete lining to meet an operational problem having its origin in your methods and procedures for doing the work.

3. Timber lining became in effect part of the form work necessary for construction of concrete lining, and is covered by Section 2.4.28 of the Standard Bridge Specifications.

4. Practice, custom, and usage are to the effect that cost of timbering in back of concrete portal is a part of the cost of constructing the portal.

2. Claim: Additional allowance on equipment time for cordwood packing in back of timber lining on that portion being on the sides of the tunnel and below the arch.

Due to the difficulties involved in the accurate segregation of charges for the various phases of work in progress at the same time, we have decided to accept your assessment of equipment time and allow additional

time amounting to approximately $6,000 for this work. This offer is based upon your acceptance of settlement of all claims as set forth herein.

3. Claim: For loss of production due to shutdown order given by State Industrial Accident Inspectors for correction of unsafe conditions.

This claim is denied for the following reasons but not necessarily limited thereto:

1. Slope above portal was constructed by the contractor and paid for under bid item. Maintenance of this slope until final acceptance of the finished work is an obligation of the contractor under terms of the contract.

2. Contract clearly states that the contractor shall observe and comply with all Federal and State laws, local laws, ordinances, and regulations in any manner affecting the work (1.7.1). Compliance with S.I.A.C. directive given the contractor on February 5, 1957 and supplemented February 7, 1957 clearly falls in this category.

3. Loss of production represented by the contractor is excessive. Work was carried on during period of limited operation - i.e., trueing up grade by backfilling with material from heading that would have been necessary in any case. Also, loss of progress at heading does not take into account that mucking machine was inoperative for 10 hours due to necessary repairs. Rehandling charge for muck from heading not valid as it was used to true up subgrade inside tunnel and considerably improved the haul road for materials to follow.

4. Claim: Payment for timber that required replacement as a result of blast and/or other damage.

This claim is denied for the following reasons but not necessarily limited thereto:

1. Standard Specification 1.7.21 under "Contractor's Responsibility for Work" states: "Until final acceptance of the contract, the contractor shall be held responsible for any injury or damage to the work or to any part thereof by the action of the elements, or from any cause whatsoever, and he shall make good at his own expense all injuries or damages to any portion of the work before its completion and final acceptance."

2. Although 61 pieces (not sets) were originally ordered replaced, a subsequent and closer inspection from the jumbo showed that only 48 pieces required replacement.

3. Contractor's assertion that blast damage to timbers could not be avoided is in error as shield bulkheads or other protective devices could have been utilized for this purpose. Blast damage actually occurred at varying distances from the working face, maximum damage occurring 6 to 10 sets back of face while some occurred 100 feet or better away. Cost of protection or replacement of timber must be considered as included in one or another of the bid items.

5. Claim: Misrepresentation of character of job and materials.

No representations were made concerning character of the job or materials to be encountered. As a matter of fact, on page 5 of the Special provisions under "Test Pits, Drilling, Et Cetera" it is stated: "The state has conducted subsurface exploratory operations on the project. Logs and cores of these explorations are available for inspection from the Soils Engineer at the Roseburg Division Office. The State Highway Commission makes no representation that the nature of the material to be excavated will be as indicated by these explorations and the State Highway Commission will not be liable to the contractor in any manner in case materials of a kind, class, nature, character or condition not indicated by these explorations are encountered."

This is further substantiated by the language used under the Specification "Timber Lining" on page 13 of the Special Provisions, to wit: "The actual number of linear feet of timber lining required will be determined by conditions encountered during construction."

In view of the foregoing I will recommend settlement of your total claims in the amount of $6,000. If this proves satisfactory, please advise and I will have the necessary orders prepared to implement this settlement.

Very truly yours,

Tom Edwards
Construction Engineer

cc Forrest Cooper
C. H. Maison
S. H. Probert
P. M. Stephenson
F. D. Morgan

RECEIVED
DEC 10 1957
OFFICE OF
STATE HIGHWAY ENGINEER

OTED
WILLIAMS

GENERAL BREAKDOWN

	ENGINEERING	LABOR	EQUIPMENT	SUPPLIES	BRIDGE COST	TOTAL COSTS
Year 1952-53	117.21	4,975.73	5,818.35	6,488.75	2,675.12	20,075.16
Year 1953-54	167.62	308.24	379.33	222.25	13,585.80	14,663.24
Year 1954-55	-0-	414.15	565.30	597.43	1,825.14	3,402.01
Year 1955-56	40.93	126.80	76.00	151.50	6,166.81	6,562.04
Year 1956-57	213.31	4,256.47	2,726.75	827.46	28,383.31	36,407.31
November, 1957	-0-	968.79	854.00	165.15	-0-	1,987.94
	619.06	16,645.48	16,322.74	19,169.53	54,048.89	106,805.70
County Matching Year 1956						150,000.00
County Matching Year 1957						194,000.00
Tom Lillebo Const. (Catch Basins)						1,333.22
Bonneville Power (Right of Way Trust Fund)						23,600.00
U. S. Plywood (Right or Way)						3,000.00
State of Oregon (Portion of 20% fur Bridges)						30,800.00

CONTRACT UNPAID

3/4-0	10,000 Cy @ 2.50	25,000.00	
1½-0	15,000 Cy @ 2.40	36,000.00	
2"-0	15,000 Cy @ 2.35	35,250.00	96,250.00
			605,988.92
	Plus Am't Deposit 1955		355,800.00
	Actual Expenditures		941,788.92
	Amount Due		123,000.00
	Total Road Budget Expenditures		$ 1,064,788.92
	Plus FAS Funds Allocated to Rt. "M"		531,371.00
	Total County Expenditures		$ 1,596,159.92

4571

FAS 238, Lane County
Estimated Costs of Projects under Contract on Route F

Knowles Creek - Turner Creek Tunnel Section

Estimated Total Cost.....$ 975,000.00

County Share
20% of 454,000 ..... 90,800.00
100% of all over $ 454,000.....521,000.00
Estimated Total..... 611,800.00

On Deposit
12-22-55 ..... $ 335,800.00
11/23/56 ..... 150,000.00
12/14/56 ..... 2,994.12 (Retained refund on Hayden Bridge-Donna)
Total..... $ 488,794.12

Estimated Balance Due..... $ 123,005.88

Knowles Creek Bridges
Estimated Total Cost.....$ 154,000.00
County advance Deposit (20% est. total Cost) $ 30,800.00

East Unit, Knowles Creek: Grading
Estimated Total Cost.....$ 414,860.00

COUNTY ADVANCE DEPOSIT
20% of 276,000 .....$ 55,200.00
100% of all over $ 276,000..... 138,800.00
Total Deposit..... 194,000.00

Summary	Estimated Total Cost	Estimated Co. Share
Tunnel.....$	975,000	$ 611,800.00
Knowles Creek Bridges (3).....	154,000	30,800.00
E. Unit, Knowles Cr. Grading & Brs. (2).....	415,000	194,000.00
Total.....	1,544,000	836,600.00
County Funds on Deposit with State.....		713,594.12
Estimated Balance Due State.....$		123,005.88

JFH:mm
12/6/57

RECEIVED
DEC 10 1957
FOR FILING

S.234(7)
4-77

Dec. 6, 1957

Gibbons and Reed Co.
P. O. Box 4989
Portland 13, Oregon

Gentlemen:

The State Highway Commission at its meeting held on Dec. 5, 1957, had under discussion your request for an extension of time from July 31, 1957, to Nov. 30, 1957, within which to complete your contract No. 4987, for grading and tunnel excavation on the Knowles Creek-Turner Creek Tunnel Section of the Mapleton-Richardson Road in Lane County.

The Commission granted an extension of time to Nov. 6, 1957, the date of completion of the project. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Tom Edwards
F. D. Morgan
Geary Worth

NOTED ON CARD
CMI

RECEIVED
DEC 5 1957
FOR FILING

December 4, 1957

Request for extension of time
No. 8
December 5 and 6 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Gibbons & Reed Co. for an extension of time on the Knowles Creek-Turner Creek Tunnel Section, Contract No. 4987, from July 31, 1957 to November 30, 1957.

The contractor requests this extension on the basis that the tunnel was driven in ground that required timbering throughout. This condition was not indicated in the contract or anticipated at the time the contract was awarded. The construction of this timbering required more time than that provided in the contract.

This contract was actually completed on November 6, 1957, and I am recommending the extension to and including that date, without penalty.

This is not a liquidated damages contract.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.
cc Mr. Tom Edwards

EAP:dmh hi

A-234(7)

November 27, 1957

NOTED
Harold C. Ayers

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

NOTED
John F. Heumann

Gentlemen:

This is to advise you that work on Contract No. 4587, Knowles Creek-Turner Creek Tunnel section of FAS 238, was completed on November 8, 1957.

Under the terms of the agreement signed by the Board on December 13, 1955, and by the Highway Commission on December 19, 1955, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JDG:mm

cc: Mr. H. O. Walberg

NOTED
C. G. SWENSON

RECEIVED
NOV 22 1957
FOR FILING

November 18, 1957

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 8, 1957, on Contract No. 4587, Knowles Creek-Turner Creek Tunnel Section, in Lane County, in connection with Federal Aid Project No. S-234(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

HBP:cr

cc: Clarence G. Swanson

RECEIVED
JUN 19 1957
FOR FILING

June 19, 1957

Mr. Ralph Petersen
County Commissioner
Lane County
Eugene, Oregon

Dear Mr. Petersen:

I am appreciative of your furnishing to me memorandum relative to the meeting held in my office on May 27 concerning further development along Route "F".

There are a few statements included in the report of the meeting which I believe should be clarified for the record, as either I have been misunderstood or the report is not factually correct. I quote from the first paragraph: ". . . Mr. Williams informed the group that approximately 50% of the estimated cost of the project was available now and through the normal process of State Secondary appropriations his guess was it would be approximately three years before the job could be completed. However, he did say that in the event the east end of Q Street was accepted into the Interstate System, funds presently set up for that job would be released, and could be spent on Route 'F'. With this development it might be possible to complete this job in two years. . . "

What I actually meant to say, and believe I did, was approximately as follows: There is now a $400,000 project under way between Walton and Noti. It is expected that approximately $400,000 will be transferred from the Springfield-Creswell Secondary Highway to Route "F", such funds to be available immediately. In the three-year program following the current two-year program, the Commission has tentatively proposed an allocation of $750,000. I cannot assure you that the allocation of $750,000 will be made, as it is now tentative and will not become an actuality until the Commission makes up its following program, and this it cannot do until the Bureau of Public Roads makes its next appropriation of federal highway funds.

From the second paragraph I quote as follows: ". . . He felt that the total job could be completed from Eugene to Mapleton three to four years sooner if the County completed the nine mile section before the State took it over for maintenance, . . ."

The matter of the early completion I definitely stated, but I had no authority and certainly did not intend to imply that the State would take over Route "F" upon its completion. This is a matter that the State Highway

Commission must consider in relation to a state-wide policy, and in recent years the policy of the Commission has been not to add county roads to the state system. At the present time the mileage of secondary highways on the state system is almost double the mileage on the county system but the secondary federal moneys are divided 50 per cent to the state secondaries and 50 per cent to the county secondaries. I believe you will readily understand the Commission's reluctance to further add to the state mileage which is now so far in excess of the county mileage.

I wish to assure you that the State Highway Commission is desirous of completing Route "F" just as soon as funds can be made available, but I reiterate that, regardless of the conference held in this office, I can give you no definite timetable.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi
cc Mr. Forrest Cooper

Lane County Commissioners Peterson and Nielsen together with Walberg and Norberg in office May 27. Estimate of cost of Amazon Creek Tunnel project reviewed and they will make another deposit of approximately $128,000 based on May 10, 1957 estimate.

#1 24" Con. Pipe	487.50
#2 Debris Dam	800.00
#3 Reinforced Timber Sets	30,500.00
Anticipated Cont.	3,131.25
Engineering	52,707.28
	969 812.73
	"
	980 812.73

980 000
454 000
526 000

526 000
90,000
616,000
488 000
$128,000

Bid Items — — $ 719 811.83
788,885.83

Additional Items

Clear Trimmell & Dispose of Track Rack 700.00

FA#2 Cordwood Packing 8 973 0.48

FA#1 Extra Sealing 4,030.00

FA#3 Remove S.I.C Mat'l 2,540.39

PA#1 24" Con. Pipe 487.50

#2 Debris Clearing 800.00

#3 Screened Timber Sets 30,500.00

Anticipated Cont. 3,131.25

Engineering 52,707.28

969 812.73
"
980 812.73

980 000
454 000
526 000

526 000
90 000
616,000
488 000
$ 128,000

Office of W. C. Williams
May 27, 1957
11 00A. M.

Present were W. C. Williams, representing the State Highway Department, Mr. Peterson, Mr. Nielsen, Mr. Merriam, Mr. Walberg and Mr. Norberg, representing Lane County.

In discussing the time schedule for completion of Route F on the State section from Walton to Richardson, Mr. Williams informed the group that approximately 50% of the estimated cost of the project was available now and through the normal process of State Secondary appropriations his guess was it would be approximately three years before the job could be completed. However, he did say that in the event the east end of Q Street was accepted into the Interstate System, funds presently set up for that job would be released, and could be spent on Route F. With this development it might be possible to complete this job in two years. He assured us that his department would be willing to proceed on this time schedule.

We asked Mr. Williams about the possibility of the State taking over the nine mile section of road from Richardson to Mapleton (that presently is a county road) into the State Highway System. He explained to us that if the State did accept this section of road into the State Secondary System it would probably take six to seven years to finish the work that is needed to complete this section. He felt that the total job could be completed from Eugene to Mapleton three to four years sooner if the County completed the nine mile section before the State took it over for maintenance, thereby giving the public the use of the road three to four years sooner than if the State were to accept the whole responsibility. It was the general feeling of those present that the County should continue to develop that section that is presently county road, to conform to State Highway specifications.

In discussing the drainage along Q Street and the New 99 Highway between Judkins Point and Coburg Bridge, Mr. Williams explained they would be willing to work with any local political sub-division in developing the drainage along Q Street, but the drainage along the new freeway was another and separate problem that was subject to federal approval and he felt that the plans had developed to a stage that would be almost impossible to change, therefore he felt that a drainage ditch along the new highway 99 could not be considered.

We also discussed the intersection of the new Bloomberg Road to Highway 99 near Goshen. We were told that further study would be needed at this intersection, also the request for another interchange on 99 near the Coburg Bridge would receive further study.

To clarify the County's position on the Cloverdale Road it was agreed the County should assume all responsibility to the people along this road that the State had previous to the time the County agreed to take over the three and one-half miles of the North end of this road. Under the terms of this agreement it will be necessary for the County to make minor grade improvements and oil this summer. This completed our discussion with Mr. Williams.

We then went to the office of Mr. Swenson, the County-City Relations Engineer. In our discussion with Mr. Swenson and Mr. Hageman, also of that office, it was pointed out to us it would be necessary for Lane County to recommend to the State and the Bureau of Public Roads new mileage in the County Road System to be included in the County - Federal Assistance System. We agreed to make our recommendations in the near future.

We also discussed the total cost of the Route "F" tunnel and the estimated cost of the next section of road, approximately 1.7 miles to the west, which would complete the major construction on the County section of Route "F". The financial report is as follows

Office of W.C. Williams
May 27, 1957
11:00A. M.

1. Tunnel on Route "F" States of Finance

Estimated total cost of Tunnel		$980,000.00
Agreed County Share 100% of all over $454,000.00		
$980,000.00 - $454,000.00	$526,000.00	
20% of $454,000.00 (matching)	90,800.00	
	$616,800.00	
Already deposited by Lane County	488,794.20	
Estimated Balance of County Share (as of 5/27/57)		$128,005.80

Note: This figure can vary due to overruns on contract, such as the indeterminate cost of shoring tunnel.

2. New Road Contract plus two bridges
This project may be let in August, 1957

Balance F.A.S. Fund	$280,000.00	
100% County Share	190,000.00	
County Share of F.A.S. Fund		$56,000.00
		$246,000.00
Total County Share	$470,000.00	
Total Estimated Cost		

Note: This estimate may vary somewhat when plans are completed. Above includes two bridges: 1 - 210', 1- 240' in length. Thse bridge portion of above would approach $112,500.00.

3. Total Estimated Cost yet to be financed on Route "F" by Lane County

Unpaid Balance	$128,005.80	
New Road Contract	246,000.00	
County Unpaid Balance		$374,005.80

BOARD OF COUNTY COMMISSIONERS
By
Robert W. Stuart
County Commissioner
Ralph Peterson
County Commissioner
Kenneth Vielva
County Commissioner

Form S-[illegible]

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

Section: Knowles Cr.-Turner Cr. Tunnel | County: Lane | Work done to: May 10, 1957 | Estimate No. 15
Kind of work: Grading | Highway: Mapleton-Richardson Road | Specified date of completion: July 31, 1957 | Contract No. 4587
Contractor: Gibbons & Reed Co. | Date of award: December 22, 1955 | Estimated date of completion: July 4 1957 | Job proj[illegible]: 520-1017

Item Sheet 1 of 2	Unit	Unit Price	Original Authorization		Estimate Corrected to Date		Performed to Date		To Complete Project		Performed Since Last Es	
			Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amou
1. Clearing and Grubbing	Lump Sum		All Spec	$ 15,000 00	All	15,000 00	90%	13,500 00	10%	1500 00		
2. Drainage Excavation, Unclassified	cu.yd.	$ 2 00	2,000	4,000 00	2,000	4,000 00	1000	2,000 00	1000	2,000 00	54	10
3. General Excavation, Unclassified	cu.yd.	0 80	200,000	160,000 00	210,000	168,200 00	200,282	160,225 60	9,718	7,774 40		
4. Tunnel Drainage Excavation	cu.yd.	25 00	400	10,000 00	[illegible]	10,[illegible] 00	317.48	7,937 00	82.52	2,063 00	14.65	366
5. Tunnel Excavation	cu.yd.	8 25	35,000	288,750 00	34,450.67	284,218 03	34,450.67	284,218 03				
6. Short Overhaul	yd.sta	0 01	537,000	5,370 00	537,000	5,370 00	511,872	5,118 72	25,128	251 28		
7. Long Overhaul	C-yd.sta	0 40	5,000	2,000 00	5,000	2,000 00	4,920	1,968 00	80	32 00		
8. Finishing Roadbed & Slopes	mile	1000 00	0.91	910 00	0.91	910 00			0.91	910 00		
9. Rounding Cutbanks	lin.f.	0 19	1,000	190 00	1,000	190 00			1000	190 00		
10. 18-inch Concrete Pipe	lin.f.	5 00	70	350 00	70	350 00			70	350 00		
11. 48-inch Concrete Pipe	lin.f.	17 00	80	1,360 00	76	1,292 00	76	1,292 00				
12. 6-inch Perforated Metal Drain Pipe, Uncoated	lin.f.	1 60	260	416 00	260	416 00			260	416 00		
13. 12-inch Perforated Metal Drain Pipe, Uncoated	lin.f.	3 50	3,800	13,300 00	3,800	13,300 00	3,180	11,130 00	620	2,170 00	2,600	9,10
14. Special Backfill in Drains	cu.yd.	10 00	430	4,300 00	430	4,300 00	395	3,950 00	35	350 00	242	2,4
15. 43-inch Arch Type Corrugated Pipe	lin.f.	13 00	80	1,040 00	80	1,040 00			80	1040 00		
16. 66-inch Structural Plate Pipe, 7 Ga.	lin.f.	50 00	120	6,000 00	108	5,400 00	108	5,400 00				
17. 66-inch Structural Plate Pipe, 10 Ga.	lin.f.	45 00	240	10,800 00	204	9,180 00	204	9,180 00				
Sub Totals				$523,786 00		524,966 03		505,919 35		19,046 68		15,29

Instructions: If an increase in construction authorization has been approved by the Highway Commission show the amount of the increased authorization for construction in space "a" to the right. If the "estimate corrected to date" exceeds the amount of the approved authorization for construction show the per cent of overrun in space "b".
Do not include "materials on hand" in any amounts shown on this form.

(a) [illegible]

(b) [illegible]

[illegible] Engineer in Charge

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

Turner Cr. Tunnel — County: Lane — Work done to: May 10, 1957 — Estimate No. 15
ed Co. — Highway: Mapleton-Richardson Road — Specified date of completion: July 31, 1957 — Contract No. 4587
Date of award: December 22, 1955 — Estimated date of completion: July 4, 1957 — Job prefix: 520-1017

	Unit	Unit Price	Original Authorization Quantity	Original Authorization Amount	Estimate Corrected to Date Quantity	Estimate Corrected to Date Amount	Performed to Date Quantity	Performed to Date Amount	To Complete Project Quantity	To Complete Project Amount	Performed Since Last Estimate Quantity	Performed Since Last Estimate Amount
	Lump Sum		All Spec.	$ 15,000 00	All	15,000 00	90%	13,500 00	10%	1,500 00		
	cu.yd.	$ 2 00	2,000	4,000 00	2,000	4,000 00	1000	2,000 00	1000	2,000 00	54	108 00
	cu.yd.	0 80	200,000	160,000 00	210,000	168,000 00	200,282	160,225 60	9718	7,776 00		
on	cu.yd.	25 00	400	10,000 00	400	10,000 00	312.48	7,937 00	82.52	2,063 00	146.5	3,663 25
	cu.yd.	8 25	35,000	288,750 00	34,450.67	284,218 03	34,450.67	284,218 03				
	yd.sta	0 01	537,000	5,370 00	537,200	5,370 00	511,872	5,118 72	25,128	251 28		
	C-yd.sta	0 40	5,000	2,000 00	5,000	2,000 00	4,920	1,968 00	80	32 00		
s	mile	1000 00	0.91	910 00	0.91	910 00			0.91	910 00		
	lin.f.	0 19	1,000	190 00	1,000	190 00			1000	190 00		
	lin.f.	5 00	70	350 00	70	350 00			70	350 00		
	lin.f.	17 00	80	1,360 00	76	1,292 00	76	1,292 00				
	lin.f.	1 60	260	416 00	260	416 00			260	416 00		
	lin.f.	3 50	3,800	13,300 00	3,800	13,300 00	3,180	11,130 00	620	2,170 00	2,600	9,100 00
s	cu.yd.	10 00	430	4,300 00	430	4,300 00	395	3,950 00	35	350 00	242	2,420 00
	lin.f.	13 00	80	1,040 00	80	1,040 00			80	1,040 00		
	lin.f.	50 00	120	6,000 00	108	5,400 00	108	5,400 00				
	lin.f.	45 00	240	10,800 00	204	9,180 00	204	9,180 00				
				$523,786 00		521,966 03		505,919 85		19,046 68		15,291 25

thorization has been ap-
proval of the increased
e right if the estimate
proved authorization for
e "b"

(a)

(b)

E F Callahan
Engineer in Charge

Form B-380—8000

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

Section: Knowles Cr.-Turner Cr. Tunnel | County: Lane | Work done to: May 10, 1957 | Estimate No. 4
Kind of work: Grading | Highway: Mapleton-Richardson Road | Specified date of completion: July 31, 1957 | Contract No.
Contractor: Gibbons & Reed Co. | Date of award: December 22, 1955 | Estimated date of completion: July 4 1957 | Job prefix: 52

Item Sheet 2 of 2	Unit	Unit Price	Original Authorization Quantity	Original Authorization Amount	Estimate Corrected to Date Quantity	Estimate Corrected to Date Amount	Performed to Date Quantity	Performed to Date Amount	To Complete Project Quantity	To Complete Project Amount	Performed Quantity
Subtotal Brought Forward		$		$523,786 00		524,946 03		505,919 25		19,044 68	
18. Concrete Catch Basins	each	135 00	10	1,350 00	10	1,350 00			10	1,350 00	
19. Class "A" Concrete	cu.yd.	100 00	330	33,000 00	330	33,000 00			330	33,000 00	
20. Metal Reinforcement	lb.	0 13	63,000	8,190 00	63,000	8,190 00			63,000	8,190 00	
21. Timber Lining	lin.f.	165 60	300	49,680 00	1333	220,744 80	1,333	220,744 80			
22. Electrical Work	Lump Sum		All Spec.	635 00	All	635 00			All	635 00	
(Subtotal, Contract Bid Items)				$616,641 00		788,885 83		726,664 05		62,221 68	
Clear Channel & Install Trash Rack				700 00		700 00				700 00	
Cord Wood Packing				4,000 00							
Contingencies				27,960 35		2077 15				2077 15	
Engineering				49,707 28		54,707 28		18,697 18		8,010 10	
P.A. #1 24" Conc. Pipe	Lin.ft.	650			75	487 50	75	487 50			
P.A. #2 Extra Clearing	Lump Sum				All	800 00	100%	800 00			
P.A. #3 Intermed. Timber Sets	Each	250 00			67	16,750 00	40	10,000 00	27	6750 00	40
E.A. #1 Extra Scaling						4020 00		3,547 77		522 23	
E.A. #2 Cord wood Packing						25,730 48		25,730 48			
E.A. #3 Remove Slide Mat.						2840 39		2,840 39			
				$699,008 63		957,008 63		818,727 47		78,281 16	

Totals

(a) 957,008.63 (b)

Instructions: If an increase in construction authorization has been approved by the Highway Commission since the request of the immediately preceding estimate for continuing in service "C" in the right of the estimate for continuing in service "C" in the right of the approved authorization for contract to date" opposite the amount of the approved authorization for contract to date" opposite the amount of the approved authorization for completion shown on the last print of progress in space "B". Do not include liquidated damages on this form.

J. H. Gibbons

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

ules Cr.-Turner Cr. Tunnel — County: Lane — Work done to: May 10, 1957 — Estimate No. 15
ding — Highway: Mapleton-Richardson Road — Specified date of completion: July 31, 1957 — Contract No. 4587
bons & Reed Co. — Date of award: December 22, 1955 — Estimated date of completion: July 1957 — Job prefix: 520-1017

2	Unit	Unit Price	Original Authorization Quantity	Original Authorization Amount	Estimate Corrected to Date Quantity	Estimate Corrected to Date Amount	Performed to Date Quantity	Performed to Date Amount	To Complete Project Quantity	To Complete Project Amount	Performed Since Last Estimate Quantity	Performed Since Last Estimate Amount
rward		$		$523,786 00		524,966 03		505,919 35		19,046 68		15,291 25
Basins	each	135 00	10	1,350 00	10	1,350 00			10	1,350 00		
ete	cu.yd.	100 00	330	33,000 00	330	33,000 00			330	33,000 00		
ent	lb.	0 13	63,000	8,190 00	63,000	8,190 00			63,000	8,190 00		
	lin.f.	165 60	300	49,680 00	1333	220,744 80	1,333	220,744 80				
	Lump Sum		All Spec.	635 00	All	635 00			All	635 00		
Bid Items)				$616,641 00		788,385 83		726,664 15		62,221 68		15,291 25
stall Trash												
				700 00		700 00				700 00		
				4,000 00								
				27,960 35		2077 16				2077 16		
				49,707 28		54,707 28		18,697 18		6010 10		
c. Pipe	lin.ft.	4 50			75	487 50	75	487 50				
Clearing	Lump Sum				All	800 00	100%	800 00				
d Timber Salv	Each	250 00			67	16,750 00	40	10,000 00	27	6750 00	40	10,000 00
Sealing						4020 00		3,497 77		522 23		
wood Backing						5730 48		5,730 48				
e Slide Mat.						2840 39		2,840 39				2,840 39
				$699,008 63		957,008 63		878,727 47		78,281 16		28,131 64

(a) 957,008.63 (b)

J. F. Kuhlman — Engineer in Charge

Form No. E-372—1M—7-55

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Knowles Creek - Turner Creek Tunnel Date May 16, 1957

Highway Mapleton--Richardson Road Contract No. 4587

County Lane Kind of Work reading Contractor Gibbons and Reed Co.

Contract Amount $616,641.00

Expected over-runs and under-runs in contract items:		Quantity	Unit Price	Amount
Major items, itemized:				
General Excavation	(overrun)	10,000 cu.yd.	$0.80	$ 8,000.00
Timber Lining	(overrun)	1,033 ft.	$165.60	171,064.80
Class A Concrete	(overrun)	50 cuyd.	100.00	5,000.00
Metal Reinforcing	(overrun)	15,385 lbs	0.13	2,000.00
				— 6,819.97
Minor items, unitemized algebraic total				$ 179,244.83
Subtotal				$ 89,399.94

Approved work orders (Price, extra work and state force orders)		Amount
Expected over-runs and under-runs in work orders:		
Major items, itemized:		
PA #2	Cordwood Packing (over-run)	$ 8,430.48
PA #3.	Remove Slide Material (over-run)	2,155.45
PA #3.	Intermediate Timber Sets (over-run)	27,500.00
Minor items, unitemized algebraic total		$ 38,085.93
Subtotal		$ 49,707.28
Authorization for engineering		$ 3,000.00
Expected over-run or under-run of engineering authorization		$
Costs not included above (explain)		$ 3,131.25
Allowance for future contingencies (4 % of work remaining)		$
Credits to come from transfers and deductions		$
Present estimate of project cost		$ 979,210.23

Brief Statement of principal causes of over-run: The timber lining and concrete portals are having to be reinforced due to the excessive weight of the material being supported.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem office.
Project authorization	$ 957,008.63	
Present estimate of project cost	$ 979,210.23	
Expected over-run (Amount)	$ 22,201.60	
Expected over-run (per cent)	2.3	

Submitted by: J. E. Tatom, Resident Engineer Noted by: ..... Construction or Bridge Engineer

Confirmed by: L. R. Chandler, Division Engineer Noted by: ..... Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
MAR 19 1957
FOR FILING

S-4-54(7)
4587

Salem, Oregon
March 14, 1957

Estimate for completion
of Route "F"

Mr. Tom Edwards
Construction Engineer
Department

Please immediately prepare an estimate for completion of Route "F" between the Siuslaw Highway and Eugene. The estimate should be broken as between the County and the State portions.

As Mr. Williams has to testify before the Legislature, probably during the week of March 18, please expedite the report, having some arithmetic available by March 19.

Forrest Cooper
Deputy State Highway Engineer

FC:ms

cc Mr. W. C. Williams

RECEIVED
JAN 13 1957
FOR FILING
8-234(7)
4587

Salem, Oregon
December 27, 1956

Contract #4587
Knowles Creek-Turner Creek Tunnel Section

J. F. Putnam
Resident Hwy. Engineer
2191 E. 15th St.,
Eugene, Oregon

This is to advise you that at its meeting held on December 17, 1956, the Highway Commission approved an increase of $253,000.00 in Project Authorization on Contract No. 4587, Knowles Creek-Turner Creek Tunnel Section in Lane County.

The new authorization is $957,008.63. This amount should be used in all future reports.

S. H. Probert
Office Engineer

DHP:ar
cc: F. D. Morgan

Form A-130—1054—6-56

NOTED
Harold C. Ayers

RECEIVED
J. F. HAGEMANN

INVOICE

Oregon State Highway Department

SALEM, OREGON

RECEIVED
DEC 18 1956

Lane County
Eugene, Oregon

Invoice No. 48847

Date December 17, 1956

Your Req. No.

Billing Request No. cc - 279

Credit distribution: 520-1017-297

Attn: Board of County Commissioners

Advance Deposit	2,994.12
To transfer to Knowles Creek-Turner Creek Tunnel Section of FAS 238 unused portion of deposit made for the South Unit, Hayden Bridge - Donna Sectio FAS 228 as per CC 276	2,994.12
To be refunded	None

ACKNOWLEDGED
Cash Receipt for Cash Request: $----------
By ----------

State Printing 88944

John F. Hagemann
Asst. Engr., County and City Relations

JFH:te
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

Form A-180—1054—6-55

NOTED
Harold S. Ayers

RECEIVED
J. F. HAGEMANN

INVOICE

Oregon State Highway Department

SALEM, OREGON

RECEIVED
DEC 18 1956

Lane County
Eugene, Oregon

Invoice No. 48847

Date December 17, 1956

Your Req. No.

Billing Request No. cc - 279

Credit distribution: 520-1017-297

Attn: Board of County Commissioners

Advance Deposit	2,994.12
To transfer to Knowles Creek-Turner Creek Tunnel Section of FAS 23[illegible] unused portion of deposit made for the South unit, Hayden Bridge - Donna Section FAS 228 as per CC 276	2,994.12
To be refunded	None

ACKNOWLEDGED
Cash Received in the Amount Requested $.....
By .....

State Printing 88944

John F. Hagemann
Asst. Engr., County and City Relations

JFH:te
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

December 17, 1956

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Final costs are now available for the South Unit, Hayden Bridge - Donna Section of FAS 228 and it has been determined that the agreed county share of these costs is $25,355.88 as per the attached statement. As the county initially deposited $28,350. a refund of $2,994.12 is due.

In accordance with my telephone conversation with Mr. Nielsen, we are retaining this refund and adding it to the county's advance deposit for the Knowles Creek - Turner Creek Tunnel Section of FAS 238. This deposit made in connection with the tunnel project now totals $488,794.12.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:te
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Aspin

December 17, 1956

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Final costs are now available for the South Unit, Hayden Bridge - Donna Section of FAS 228 and it has been determined that the agreed county share of these costs is $25,355.88 as per the attached statement. As the county initially deposited $28,350. a refund of $2,994.12 is due.

In accordance with my telephone conversation with Mr. Nielsen, we are retaining this refund and adding it to the county's advance deposit for the Knowles Creek - Turner Creek Tunnel Section of FAS 238. This deposit made in connection with the tunnel project now totals $488,794.12.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:te
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

RECEIVED
DEC 6 1956
FOR FILING

C-224(7)
4587

December 5, 1956

Oregon State Highway Commission

Gentlemen:

The project authorization on the Meadow Creek-Turner Creek Tunnel Project, Contract No. 4587, which is a federal county road on the so-called route 7 in Lane County, will be overrun approximately [illegible] per cent, or $[illegible]. This overrun is caused solely by the necessity of lining the tunnel in its entirety, which was not included in the original contract.

In our discussions with Lane County, it was pointed out that it might, and probably would, be necessary to line the entire tunnel, but the County elected to proceed on the basis of not including a full lining in the letter of authority, and we therefore included only 300 feet of lining whereas the total length of the tunnel which must be lined is 1400 feet.

This being a county project, the County will pay all of the overrun over and beyond the original authorization, so that Lane County will reimburse the State for the additional cost. The County has already deposited the sum of $150,000 with the Treasurer and has agreed to deposit the balance from its 1957 budget, which funds will be available July 1, 1957.

It is requested that you approve an increase in project authorization of $250,000.

Very truly yours,

C. H. Williams
State Highway Engineer

cc: Mr. S. H. Probert
Mr. Tom Edwards
Mr. C. H. Maison

Form A-180—10M—9-56

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 48586

Date November 28, 1956

Your Req. No.

Billing Request No. cc-273

Credit distribution: 520-1017-297

Lane County
Eugene, Oregon

Attn: Board of County Commissioners

Advance Deposit	160,000.00
Partial transfer of county share total cost. Knowles Creek-Turner Creek Tunnel Section of FAS 238, Lane County, covered by agreement dated December, 1955	150,000.00
To be retained	$ 10,000.00

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

RECEIVED
NOV 29 1956

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

State Printing 88814

this arrangement appears to be quite reasonable and fair.

John F. Hagemann

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

cc: G. S. Paxson

NOTED
FORREST COOPER

RECEIVED
NOV 27 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 11 1957
FOR FILING

FORM 250—SOM—11-55—30824
C-234 (7)
458

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 26, 1956

SUBJECT: Overrun in project authorization
Contract No. 4587
Knowles Creek-Turner Creek Tunnel Section
FAS 238, Lane County

To: Mr. Forrest Cooper
O F F I C E

Lane County was advised by letter of the anticipated overrun in the cost of the subject named project.

To cover this estimated overrun of approximately $250,000 the county has this date deposited an additional $150,000 and has advised that the balance will be paid from its 1957-1958 budget (effective July 1, 1957) at which time final costs should be available.

Since, under the terms of the agreement between State and County, the county is not required to pay these additional costs until an itemized statement of actual total costs is presented to the county by the state, this arrangement appears to be quite reasonable and fair.

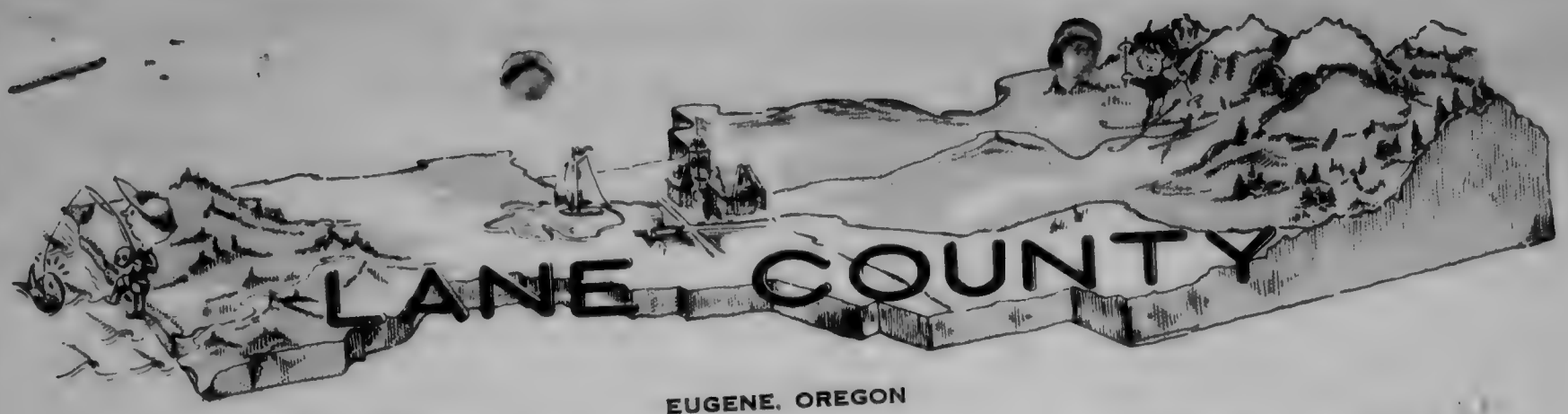
John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

cc: G. S. Paxson

NOTED
FORREST COOPER

RECEIVED
NOV 27 1956
OFFICE OF
STATE HIGHWAY ENGINEER



EUGENE, OREGON

BOARD OF COUNTY COMMISSIONERS
RALPH PETERSEN
KENNETH NIELSEN
ROBERT W. STRAUB

November 23, 1956

RECEIVED
NOV 26 1956
OREGON
STATE HIGHWAY COMMISSION

Fred Hagemann
County-City Relations Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Hagemann:

Attached is Lane County's check for $150,000.00 as advance payment on your anticipated additional cost on the Route F tunnel of $253,000.00. It is understood that after the completion of the job we will pay any additional cost to the State Highway Commission that is incurred by them during the construction of this tunnel.

I hope this meets with your approval. If not, please contact me.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS
By Ralph Petersen

Ralph Petersen
County Commissioner

RP:rw
encl: 1

Lane County Warrant no. 15033 for $150,000.00 to acctg Div. advance fund 11-26-56
7 Query

RECEIVED
NOV 26 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED
Harold C. Ayers

November 20, 1956

Board of County Commissioners
Lane County Courthouse
Eugene, Oregon

NOTED
J. F. H[illegible]N

Gentlemen:

Due to the necessity of lining the tunnel from portal to portal on the Knowles Creek-Turner Creek Tunnel Section of FAS 238, there will be a substantial overrun in the cost. The overrun is estimated to be as follows:

Additional Tunnel Lining	
1,030 lin. ft. at $165.60 (bid price).....	$170,568
Overrun of Cordwood Packing	
($4,000 in original authorization).....	75,800
Overrun General Excavation.....	8,000
	$254,368
Less Contingency Item in Original Authorization	1,368
ESTIMATED TOTAL OVERRUN...	$253,000

The above information is being furnished for your information in order that you may adjust your budget accordingly.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Clarence G. Swenson
Acting Engr., County and City Relations

JFH:mm

NOTED
C. G. SWENSON

Salem, Oregon
October 31, 1956

Overrun in project authorization - Contract No. 4587

Mr. Clarence Swenson
Acting County and City Relations Engineer

Due to the necessity of lining the tunnel from portal to portal on the Knowles Creek-Turner Section, there will be a substantial overrun in the cost of the project. Under the agreement under which this project is being constructed, the State-Federal participation is limited to $454,000, and all costs above this are to be borne by Lane County.

The matter of the overrun has been discussed with the County, and it has signified a willingness to go along with the increased cost. In fact, I believe there is a letter in the file wherein the County has agreed to this in an amount of approximately $215,000. The Construction Department has made a new estimate of the work, based on conditions as they appear at this time, as follows:

Additional Tunnel Lining 1,030 lin. ft. at $165.60 (contract bid price)	$170,568
Overrun of Cordwood Packing ($4,000 in original authorization)	75,800
Overrun General Excavation	8,000
Extra Engineering - necessitated by increase in amount of work	5,000
	$259,368
Less Contingencies	1,368
Total Overrun	$258,000

Will you please immediately secure from the County its concurrence in this expenditure and also secure its advance deposit in the amount of $258,000. As soon as these details are out of the way, the matter will be presented to the Highway Commission for increased project authorization.

Forrest Cooper
Deputy State Highway Engineer

FC:ms

cc Mr. W. C. Williams

FORM ED0—0044—8-50—96654

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 24, 1952

SUBJECT: Knowles Creek-Turner Creek Tunnel
Hopleton-Richardson Road
Contract No. 4587

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

As you are aware, the subject named project is going to overrun the project authorization by $258,000 or 37%. This overrun has been occasioned by the necessity of lining the tunnel. After due consideration, and consultation with the county, it was decided to install an untreated timber lining at an additional cost over that contemplated. Following is a brief tabulation of overrun items on the job.

Additional Tunnel Lining 1,030 lin. ft. at $165.60 (contract bid price)	$170,568
Overrun of Cordwood Packing ($4,000 in original authorization)	75,800
Overrun General Excavation	8,000
Extra Engineering - necessitated by increase in amount of work	5,000
	$259,368
Less Contingencies	1,368
Total Overrun	$258,000

In connection with the above, it should be pointed out that according to the State-County Agreement applying to this job, the State's participation is limited to a $454,000 project and all costs above this are to be borne by the County 100%. In effect, all of this overrun is to be paid by the County.

In view of the above, it is recommended that the Highway Commission be requested to authorize an additional $258,000 for the completion

of this contract. A rough draft of such letter of request is forwarded herewith. It is also suggested that County-City Relations inform the County of this anticipated overrun and take the necessary steps to secure an additional deposit covering the overrun.

Tom Edwards
Construction Engineer

By L. W. Young
Ass't Construction Engineer

LWY:jc

Encl.

cc County and City Relations

RECEIVED
OCT 25 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Fo1

RECEIVED
NOV 1956
FOR FILING
FORM E-30X—50M—11-55—60225

S-237(7)

45?1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 15th, 1956

SUBJECT: Knowles Creek Tunnel

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

In response to recent questions concerning the matter, Benedict was dispatched to the Knowles Creek Tunnel to investigate the shooting, placing of cordwood packing etc. An inspection was made on November 2nd by Benedict, Chandler, Ellison, Quiner and Morgan.

At the time of the inspection the contractor was erecting the timber rings No. 100 and No. 101, which operation afforded a good opportunity to study his method of work and also inspect the framing and packing areas to which we requested they pay particular attention. It was the combined opinion of those inspecting that the contractor was shooting his rock as close to the neat lines as possible considering the formation through which he is working. In many cases there was very little room between the timber ribs and the rock sides of the tunnel.

The inspecting team did not believe that the contractor could economically cut down the amount of cordwood pacing being placed in the tunnel.

Tom Edwards
Construction Engineer

TE:AR

cc to: G. S. Paxson

RECEIVED
NOV 16 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

Fo IE

Salem, Oregon
November 1, 1956

Mr. Tom Edwards
Construction Engineer

This will confirm my verbal order to have Mr. Benedict make an inspection of the Knowles Creek tunnel and give us a report on the contractor's operations, with particular reference to his shooting or overshooting, and to determine whether too much effort is being expended on cordwood packing. Also, please review the engineering costs.

Forrest Cooper
Deputy State Highway Engineer

FC:ms

cc Mr. W. C. Williams
Mr. G. S. Paxson

Form No. E-372—10M—7-58

OREGON STATE HIGHWAY DEPARTMENT

A

S-234(7)
4587

Report on Expected Over-run of Project Authorization

Project Name Rogue Creek-Turner Creek Tunnel Date October 17, 1958

Highway Applegate-Richardson Road Contract No. 4587

County Jose Kind of Work Tunnel Contractor Gibbons and Reed Co.

Contract Amount $ 118,941.00

Expected over-runs and under-runs in contract items:

Major items, itemized:	Quantity	Unit Price	Amount
General Exc. (overrun)	10,000CY	$0.80	$8,000.00
Timber Lining (overrun)	1,030 Lin. Ft.	$165.00	170,280.00

Minor items, unitemized algebraic total ..... $ 176,280.00

Subtotal ..... $

Approved work orders (Price, extra work and state force orders) .....

Expected over-runs and under-runs in work orders:

Major items, itemized:	Amount

Minor items, unitemized algebraic total ..... -7.50 $ -97.50

Subtotal ..... $

Authorization for engineering ..... $

Expected over-run or ~~under-run~~ of engineering authorization ..... $

Costs not included above (explain) Cardinal Packing ..... $

Allowance for future contingencies (____% of work remaining) ..... $ 0

Credits to come from transfers and deductions ..... $

Present estimate of project cost .....

Brief Statement of principal causes of over-run: The entire length of the tunnel is having to be timber lined, with cord wood packing being placed between the lining and the rock.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$
Present estimate of project cost	$
Expected over-run (Amount)	$
Expected over-run (per cent)	30.9

Space to right of this line is for use of Salem office.

Submitted by: James Putnam ..... Resident Engineer

Confirmed by: L.R. Chandler ..... Division Engineer

Noted by: ..... Construction or Bridge Engineer

Noted by: ..... Deputy or Assistant State Highway Engineer

State Printing 86719

Form A-180—1956—7-56

NOTED
V. R. JONES

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 47354

Date September 10, 1956

Your Req. No.

Billing Request No. 00-263

Credit distribution: 520-1017-297

Lane County
Eugene, Oregon

Attn: Board of County Commissioners

Advance Deposit	100,000.00
Additional partial transfer county's share total cost. Knowles Creek-Turner Creek Tunnel Section of FAS 238, Lane County, covered by agreement dated December, 1955.	90,000.00
To be retained	$ 10,000.00

RECEIVED
SEP 11 1956
ENGINEER
COUNTY ROADS

State Printing 96005

Acc.

cc: Tom Edwards
P. M. Stephenson

RECEIVED
SEP 7 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
SEP 10 1956
FOR FILING

FORM 830—BOM—3-55—62906
S 2-4(1)
1587

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7, 1956

SUBJECT: Knowles Creek-Turner Creek Tunnel Section,
FAS 238, Lane County

To: Mr. G. S. Paxson
O F F I C E

Attached for your records is a copy of a letter from the Lane County Board of Commissioners confirming the verbal request that we proceed with the untreated timber lining of the tunnel involved in the subject named project.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Att.

cc: Tom Edwards
P. M. Stephenson

RECEIVED
SEP 7 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

3

EUGENE, OREGON

BOARD OF COUNTY COMMISSIONERS
RALPH PETERSEN
KENNETH NIELSEN
ROBERT W. STRAUB

September 6, 1956

John F. Hagemann
County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Sir:

In reply to a letter received from Mr. W.C. Williams regarding the lining of the tunnel on Route F near Mapleton, it is the decision of the Lane County Board of Commissioners that the tunnel shall be lined with untreated timbers as per Mr. Williams' recommendation.

We hereby authorize the State Highway Department to require the contractor to line said tunnel with untreated timber and a sum of money required to accomplish this will be provided to the State Highway Department from the Lane County road budget.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS
By Kenneth Nielsen
County Commissioner

Robert W Straub
County Commissioner

Ralph Petersen
County Commissioner

RECEIVED
SEP 7 1956
ENG
COMMISSIONERS

RP:rw

RECEIVED
SEP 4 1956
FOR FILING
5-24-71
4587

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 30, 1956

SUBJECT: Knowles Creek-Turner Creek Tunnel Section, FAS 238, Lane County

To: Mr. G. S. Paxson
O F F I C E

The Lane County Board of Commissioners advised on August 29th that it was the desire of the Board that we proceed with the subject project using the untreated timber lining as provided for in the contract. The Board is aware that the county will be required under the executed agreement covering this project to pay 100% of all costs of this lining and that this could amount to approximately $170,000 over the contract authorization if the entire length of the tunnel requires lining.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

cc: Tom Edwards
P. M. Stephenson

NOTED
G. S. PAXSON

RECEIVED
AUG 31 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 4 1956
FOR FILING
S-234(7)
4587

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 30, 1956

SUBJECT: Knowles Creek-Turner Creek Tunnel Section, FAS 238, Lane County

To: Mr. G. S. Paxson
O F F I C E

The Lane County Board of Commissioners advised on August 29th that it was the desire of the Board that we proceed with the subject project using the untreated timber lining as provided for in the contract. The Board is aware that the county will be required under the executed agreement covering this project to pay 100% of all costs of this lining and that this could amount to approximately $170,000 over the contract authorization if the entire length of the tunnel requires lining.

John F. Hagemann
John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

cc: Tom Edwards
P. M. Stephenson

NOTED
G. S. PAXSON

RECEIVED
AUG 31 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 27 1956
FOR FILING
S-27-(7)
4587

August 24, 1956

Lane County Court
Eugene
Oregon

Re: Knowles Creek Tunnel

Gentlemen:

Mr. Cottrell has previously consulted with you concerning the necessity of lining the Knowles Creek Tunnel now under construction on Route F.

The character of the rock is such that lining must be placed immediately behind the excavation heading, at least in that portion of the tunnel now exposed by the pilot bore. The tunnel is 1,330 feet in length between the concrete sections at the portals. The contract provides for only 300 feet of untreated-timber lining at a bid price of $185.00 per foot. While it is possible that better material may be encountered as we go deeper, it is improbable.

We have negotiated with Gibbons and Reed, the contractors, and the best agreement we can make with them for treated-timber lining is $490 per foot. We feel that this is too high by at least $35 per foot and do not believe it should be approved. We recommend that untreated timber be used expecting that it will last approximately 15 years before concrete lining need be placed. This can be done at the bid price of $185.00 per foot, which, for the 1,030 feet not covered by the contract, will increase the present contract cost $170,500. I am attaching our analysis of the ultimate cost of treated and untreated-timber lining.

A decision must be made in the very near future as work on the tunnel is proceeding. Mr. Cottrell will meet with you Wednesday and can discuss the matter further.

Very truly yours,

W. C. Williams
State Highway Engineer

GSP:gm
Attach.

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. John Cottrell
Mr. Frank Morgan

KNOWLES CREEK TUNNEL LINING

This analysis of the total ultimate cost of lining the Knowles Creek Tunnel is based on the following assumptions:

1. Untreated-timber lining will last 15 years, at which time a concrete lining will be placed inside the timber.

2. Treated-timber lining will last 40 years, at which time a concrete lining will be placed inside the timber.

3. At the end of 40 years under either procedure, there will be a permanent concrete lining in place.

4. Funds invested in the lining are carried at an interest rate of 4 per cent and amortized over the period of service, but not to exceed 40 years.

5. Concrete lining can be placed at the present estimated cost 15 years and 40 years in the future.

First Cost of Lining

Untreated timber	1,330 feet	at $ 165.60	=	$ 220,248
Treated timber	1,330 feet	at 250.00	=	332,500
Concrete	1,330 feet	at 300.00	=	399,000

Ultimate Cost with Untreated Timber

	First Cost	Yearly Amortization Factor	Life Years	Total Cost
Untreated Timber	$ 220,248	0.0899	15	$ 297,000
Concrete	399,000	0.0640	25	638,400
				$ 935,400

Ultimate Cost With Treated Timber

	First Cost	Yearly Amortization Factor	Life Years	Total Cost
Treated Timber	$ 332,500	0.0505	40	$ 671,400
Concrete	399,000			399,000
				$1,070,400

At the end of 40 years an equal facility can be provided by using untreated timber at a saving of approximately $135,000.

August 24, 1956

Untreated

Lbr 104.00 Fabricated w/wedgot FOB site

= 78 Lumber

Per foot 51 Install

21.60 Ovh & Profit

165.60

Treated

Lumber 156 FOB Job

117 Lumber

84 Installation

49 Ovh & Profit

350 = Toolson asking price

1330 × 165.60 = 220,248 untreated bid

1330 × 250.00 = 332,500 Toolson bid

$ 112,252

1330 × 216 = 287,280.00 Paxson Bid

our contemplated price $ 220.00

John F. Hagemann
John F. Hagemann
Office Engr., County & City Relations

JFH:mm

cc: Tom Edwards
P. M. Stephenson

NOTED
G. S. PAXSON

RECEIVED
AUG 16 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 21 1956
FOR FILING

FORM ES0—80M—2-55—82966
S-234(7)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1956

SUBJECT: Knowles Creek Tunnel
FAS 238, Lane County

To: Mr. G. S. Paxson
O F F I C E

The Lane County Board of Commissioners was contacted on August 15th relative to the probability that the entire length of the tunnel will require lining.

After discussing the matter the Board requested that the highway department attempt to negotiate a price agreement with the contractor for treated timber lining rather than untreated timber lining as bid. If a price for treated timber lining reasonably near the estimate contained in your letter of August 10th of $216 per linear foot can be agreed upon, the county would prefer this over untreated timber lining at the bid price of $165.60 per linear foot.

As the entire cost of this lining will be borne by the county the Board of Commissioners should be consulted prior to actual execution of a price agreement. Please advise this office of developments.

John F. Hagemann
Office Engr., County & City Relations

JFH:mm

cc: Tom Edwards
P. M. Stephenson

NOTED
G. S. PAXSON

RECEIVED
AUG 16 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 20 1956
FOR FILING

EUGENE, OREGON

BOARD OF COUNTY COMMISSIONERS
RALPH PETERSEN
KENNETH NIELSEN
ROBERT W. STRAUB

August 15, 1956

Ben R. Chandler, Chairman
Oregon State Highway Commission

Dear Mr Chandler:

It has been called to our attention this morning by Mr. Hagemann that we will be required to line the Route "F" tunnel at an estimated additional expense to the county of $200,000.00.

We are planning at the present time to build three bridges at a cost of $125,000.00, and we plan to use our F.A.S. money for the next two years to build about one and one-half miles of road west of the tunnel. This will be at an estimated cost of $575,000.00. At the end of two years Lane County will have invested in this road about $1,500,000.00 of County money.

It is hoped that the Highway Commission in the next two years can improve the road from Walton to Richardson so that Lane County can get full use of their large investment.

Thanking you, we are

Very truly yours,
BOARD OF COUNTY COMMISSIONERS

Kenneth Nielsen
Robert W Straub
Ralph Petersen

Encl: 1
KN/cn
cc: R. H. Baldock
cc: W. C. Williams
Chas. H. Reynolds
M. K. McIver

Eugene Register Guard
Monday August 13, 1956

Taking Shape

It has taken many, many years, but we are now beginning to see developments that will lead to a new and quick route to Lane County's coastline from the Eugene-Springfield metropolitan area.

The State Highway Commission will open bids for realignment and surfacing of Route F between Noti and Walton when it meets this Thursday and Friday. Completion of this nine-mile stretch of the short route to Mapleton and Florence will provide a good road from West 11th Ave., in Eugene, to within 18 miles of Mapleton. And a contracting firm is already hard at work digging the Route F tunnel. Lane County is putting up the major portion of these funds.

Route F is a state secondary highway from Eugene to Richardson and is eligible for federal assistance funds. The route from Richardson to Mapleton is a county road and the county is working on part of this section.

The big bottleneck now is the stretch of winding and poorly maintained road between Walton and Richardson a distance of about nine miles. This is on the state highway system and it will be up to Lane County people to convince the highway commission of the importance of finishing this section of Route F. Completion of this portion will probably cost in excess of $1 million.

We believe there is ample economic justification for completion of this part of the route at the earliest practicable date and we hope the Lane County Chamber of Commerce and other groups will see that the highway commission has this data.

Eugene Register Guard
Sunday, Aug. 13, 1961

Taking Shape

It has taken many, many years, but we are now beginning to see developments that will lead to a new and quick route to Lane County's coastline from the Eugene - Springfield metropolitan area.

The State Highway Commission will open bids for realignment and surfacing of Route F between Noti and Walton when it meets this Thursday and Friday. Completion of this nine-mile stretch of the short route to Mapleton and Florence will provide a good road from West 11th Ave., in Eugene, to within 18 miles of Mapleton. And a contracting firm is already hard at work digging the Route F tunnel. Lane County is putting up the major portion of these funds.

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The big bottleneck now is the stretch of winding and poorly maintained road between Walton and Richardson a distance of about nine miles. This is on the state highway system and it will be up to Lane County people to convince the highway commission of the importance of finishing this section of Route F. Completion of this portion will probably cost in excess of $1 million.

We believe there is ample economic justification for completion of this part of the route at the earliest practicable date and we hope the Lane County Chamber of Commerce and other groups will see that the highway commission has this data.

RECEIVED
AUG 14 1956
FOR FILING

Salem, Oregon
August 10, 1956

Knowles Creek Tunnel
in Lane County

Mr. J. W. Cattrall
City and County Relations Engineer

The contract for the Knowles Creek Tunnel contains an item of untreated timber lining in the amount of 300 linear feet. An inspection of the pilot bore now being driven indicates that considerably more of the tunnel will have to be lined than the 300 feet set up in the contract. It may develop that the entire length of the tunnel will need lining. The portion now accessible for inspection will require that the lining be carried close to the heading so that it must be done at the same time and with the same crews that are driving the tunnel.

The tunnel is 1,430 feet portal to portal. The contract provides for 50 feet of concrete lining at each portal, leaving 1,330 feet not to be lined with concrete. The bid price for untreated timber lining is $165.60 per linear foot. The cost if untreated timber is used will be 1,330 linear feet x $165.60, or a total cost of $220,248. The contract provides for 300 linear feet at $165.60, or $49,680. Using untreated lining for the worst anticipated condition would require $170,568 more than is set up in the contract.

This untreated lining should last for approximately 10 years, at which time the tunnel could be lined with concrete. The design is such that there is room for the concrete lining inside of the timber lining included in the contract. It may be that the County would prefer to put in more money at the present time and use treated lumber in the lining which should last for at least 40 years. We estimate that the cost of this treated lining will be $216 per linear foot. The cost of treated lining would then be 1,330 linear feet x $216, or a total of $287,280. Deducting the $49,680 now included in the contract would leave an additional sum of $237,600 needed.

Will you please contact the County Court immediately and ascertain their desires in the matter.

GSP:gm
cc Mr. W. C. Williams
Mr. Tom Edwards

G. S. Paxson

Salem, Oregon
August 10, 1956

Mr. James Putnam
Resident Engineer

Attached is a print showing the geologic core sections at the Knowles Creek Tunnel. I thought this might be of some use to you in connection with the project.

G. S. Paulson

GSP:gm

Attach.

FORM ES0—SOM—2-58—82986

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

August 9, 1956
Salem, Oregon

SUBJECT:

To: Mr. G. S. Paxson
Assistant State Highway Engineer
O F F I C E

The existing contract for the construction of the Knowles Creek-Turner Creek Tunnel had an item for 300 linear feet of untreated timber lining at $165.00. This bid item is equivalent of $346.00 per M for untreated timber.

It is estimated the the cost for treated timber lining in place would be $450.00 per M, which is equivalent to $216.00 per linear foot. The length of ~~the untreated portion of~~ the tunnel is 1,430 feet so the estimated cost for treated timber lining would be $216.00 x 1,430 ft. = $308,880.00.

portal to portal

P. M. Stephenson
Bridge Engineer

PMS/kcs

NOTED
G. S. PAXSON

RECEIVED
AUG 15 1956
FOR FILING

E-234(7)
4587

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9, 1956

SUBJECT: Knowles Creek-Turner Creek Tunnel
Napleton-Richardson Road
Contract No. 4587

To: Mr. Forrest Cooper
Deputy State Highway Engineer

Office

L

It was recently reported to this office that the tunnel on the subject-named section was causing some apprehension to the field personnel because soundings in the pilot bore indicated that the rock is not as sound as our core drills had indicated. Mr. Paxson, Mr. Edwards and Mr. Benedict met at the job site with the Resident Engineer and the contractor's representatives and investigated this matter. They found that by sounding the rock with bars some drum effect was present throughout the present bore which is in about 110 feet. This pilot tunnel is about 100 feet shy from core drill hole No. 4. The material does not seem as hard or sound as the core drill hole.

It is the thought of this office that we better get braced for having to line the tunnel throughout. You will perhaps recall that in the tunnel contract we included 300 feet of timber tunnel lining for the stated purpose of establishing a price. The cost of lining the additional 1030 feet of the tunnel along with the cordwood packing is estimated to be $190,000. It is, of course, quite possible that as we get in further the character of the material will become better and that the whole tunnel will not have to be lined. However, at this time it looks like we will have to do considerably more lining than was originally contemplated.

I therefore recommend that County and City Relations be directed to contact Lane County and alert them to this situation. If it is necessary to line the tunnel the county will have to come up with the money to pay for this operation. It is my understanding that there are some 1958 funds coming to Lane County which could be used for this purpose.

L. H. Young
Asst. Construction Engineer

LHY:ep

cc - Mr. G. S. Paxson
Mr. J. W. Cattrall

Mr. Paxson is handling.

RECEIVED
MAY 1 - 1956
FOR PUBLIC ROADS

S-234(7)
45[illegible]

GPR 8-9000

(FORM PR 8 (October 1954))
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Lane
Project No. S-234(7)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 23rd day of Apr., 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 18th day of October, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 1.181 miles of grading, draining, and tunnel construction
(Character of work)

between FA Route 25 at Napleton and FA Route 3 in Eugene,
(Control points)

consisting of 1.181 miles of roadway and No (Number) bridges [redacted]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of two hundred seventy-three thousand and 00/100 dollars ($ 273,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is six hundred seventy-eight thousand, three hundred five and 10/100 dollars ($ 678,305.10).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title)

By Chas. Hymoeds
Member, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

_____
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer, Bureau of Public Roads

—33205

Oregon State Highway Department

Federal Aid Secondary
Project No. S-234(7)

[illegible]

[illegible]

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Feb. 27, 1956

Type Code 0010
Roadway (Sta. 230+35 to Sta. 266+55)(Sta. 310+35 to Sta. 313+00)(Contract No. 4587)

All required	Clearing and Grubbing	$	$ 15,000.00
2,000 cu. yds.	Drainage Excavation, Unclassified	2.00	4,000.00
200,000 cu. yds.	General Excavation, Unclassified	0.80	160,000.00
537,000 yd. sta.	Short Overhaul	0.01	5,370.00
5,000 C-yd.sta.	Long Overhaul	0.40	2,000.00
0.91 mile	Finishing Roadbed and Slopes	1,000.00	910.00
1,000 lin. ft.	Rounding Outbanks	0.19	190.00
70 lin. ft.	18-inch Concrete Pipe	5.00	350.00
80 lin. ft.	48-inch Concrete Pipe	17.00	1,360.00
80 lin. ft.	43-inch Arch Type Corrugated Metal Pipe	13.00	1,040.00
120 lin. ft.	66-inch Structural Plate Pipe, 7 Gage	50.00	6,000.00
240 lin. ft.	66-inch Structural Plate Pipe,10 Gage	45.00	10,800.00
2 only	Concrete Catch Basins	135.00	270.00
	Subtotal		$207,290.00
	10% Engr. & Cont.		20,727.00
	Total		$228,019.00

Type Code 1972
Tunnel (Sta. 266+55 to Sta. 230+35)(Contract No. 4587)

400 cu. yds.	Tunnel Drainage Excavation	25.00	$ 10,000.00
35,000 cu. yds.	Tunnel Excavation	8.25	288,750.00
260 lin. ft.	6-inch Perforated Metal Drain Pipe	1.60	416.00
3,300 lin. ft.	12-inch Perforated Metal Drain Pipe	3.50	13,300.00
430 cu. yds.	Special Backfill in Drains	10.00	4,300.00
8 only	Concrete Catch Basins	135.00	1,080.00
330 cu. yds.	Class "A" Concrete	100.00	33,000.00
63,000 lbs.	Metal Reinforcements	0.13	8,190.00
300 lin. ft.	Timber Lining	165.60	49,680.00
All Required	Electrical Work		635.00
	Subtotal		$409,351.00
	10% Engr. & Cont.		40,935.10
	Total		$450,286.10

Length of Roadway	0.910 Mile
Length of Tunnel	0.271 Mile
Total Length	1.181 Miles
Cost of Roadway Per Mile	$ 350,570.33

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$220,099.00	$ 92,772.00	$30,591.00	$105,656.00
Tunnel	450,206.10	183,228.00	60,409.00	201,649.10
	$670,305.10	$276,000.00	$91,000.00	$311,305.10

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 582, Laws 1939.

Funds for Maint: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Lane County with the Highway Department.

FORM E30—50M—10-54—79485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 21, 1955

SUBJECT:

To: Mr. S. H. Probert
O F F I C E

Attention: Mr. J. W. Nash

The following FAS projects, upon which bids were accepted December 19th and 20th, are covered by agreements which require collection of the full federal percentage on total costs up to the sum set after each project:

County	Section	Project	Amount
Lane	Knowles Creek-Turner Creek Tunnel	S-234(7)	$454,000
Tillamook	Nehalem River Bridge	S-177(1)	$180,000

J. F. H.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

RECEIVED
APR 6 - 1956
FOR FILING

S-23417
4587

April 6, 1956

Hercules Powder Company
120 Montgomery Street
San Francisco 4, California

Attention: Mr. P. J. Duffy
Assistant Office Manager

Gentlemen:

Please accept our apology for the tardy answer to your letter of February 29 concerning information you requested on Gibbons and Reed Company Contract No. 4587 for grading and construction of the Knowles Creek-Turner Creek Tunnel Section. The letter was inadvertently misplaced and did not reappear until today.

Gibbons and Reed Company is the prime contractor. The contract is written for $616,641.00 and the Performance Bond was furnished by the Continental Casualty Company, through Tate, Westenfelder & Berg, Inc., Wilcox Building, Portland 4. The contract was awarded December 22, 1955 and the completion date has been set for July 31, 1957.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

FAQ:fp

HERCULES POWDER COMPANY
INCORPORATED
120 MONTGOMERY STREET · SAN FRANCISCO 4 · CALIFORNIA

April 4, 1956
Air Mail

Oregon State Highway Commission
Green Room, Imperial Hotel
Portland, Oregon

Gentlemen:

On February 29 we wrote you asking for bond data in connection with work performed by Gibbons & Reed Co., P.O. Box 4989, Portland, Oregon, on the following project:

For 0.91 mi. roadway grade & 0.27 mi. of tunnel, Knowles Creek-Turner Creek Tunnel Sec. of Mapleton-Richardson Rd., about 5-1/2 mi. E. of Mapleton (S-234(7).

To date we have received no information from you. A copy of our letter of February 29 is attached for your ready reference.

Will you please give this request your prompt attention. For your convenience in replying, we are enclosing a self-addressed stamped envelope.

Thank you for your cooperation.

Very truly yours,

P. J. DUFFY,

ASSISTANT OFFICE MANAGER

RECEIVED
APR 6 1956
COMMISSION

PJD:mm
encl.-2

HERCULES POWDER COMPANY
INCORPORATED
120 MONTGOMERY STREET · SAN FRANCISCO 4 · CALIFORNIA

February 29, 1956
Air Mail

Oregon State Highway Commission
Green Room, Imperial Hotel
Portland, Oregon

Gentlemen:

We would like to obtain bond information in connection with work performed by Gibbons & Reed Co., P.O. Box 4989, Portland, Oregon, on the following project:

For 0.91 mi. roadway grade & 0.27 mi. of tunnel, Knowles Creek-Turner Creek Tunnel Sec. of Mapleton-Richardson Rd., about 5-1/2 mi. E. of Mapleton (S-234(7).

The information we desire is as follows:

Is Gibbons & Reed Co. the prime or sub-contractor on this project?

Total amount of contract

Amount of labor and material bond

Bonding company name

Date of Award, and expected completion date.

For your convenience in replying, we are enclosing a self-addressed stamped envelope.

Very truly yours,

P. J. DUFFY,

ASSISTANT OFFICE MANAGER

PJD:mm
encl.

RECEIVED
MAR 1 - 1956
FOR FILING

S-234(7)
4587

February 27, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on February 22, 1956 on Contract No. 4587, Knowles Creek-Turner Creek Tunnel Section, in Lane County, in connection with Federal Aid Project No. S-234(7).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DEP:eh

RECEIVED
JAN 31 1956
FOR FILING

5-2-1(9)
4589

January 24, 1956

Gibbons and Reed Company
P. O. Box 4989
Portland 13, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4587, which was awarded to you by the State Highway Commission on December 22, 1955, covering the Knowles Creek-Turner Creek Tunnel Section of the Mapleton-Richardson Road in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
DEC 30 1955
FOR FILING
S 2317
4567

December 29, 1955

Board of County Commissioners
Lane County Court House
Eugene, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Lane County one fully executed copy each of a Maintenance Agreement and Finance Agreement between the State Highway Commission and Lane County covering the Knowles Creek-Turner Creek Section of the Mapleton-Richardson Road, FAS 238 in Lane County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
JAN 3 1956
FOR FILING

S-234(7)
4587

Salem, Oregon
December 29, 1955

Finance Agreement
Knowles Creek-Turner Creek Section
FAS 238, Lane County

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Lane County covering the Knowles Creek-Turner Creek Section of the Mapleton-Richardson Road, FAS 238, in Lane County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the Board of County Commissioners, Lane County.

H. B. Glaisyer
Secretary

rn
Attach: 5

FORM E30—50M—10 54—79485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1955

SUBJECT: Finance Agreement
Knowles Creek-Turner Creek Section,
FAS 238, Lane County

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of a finance agreement covering the Knowles Creek-Turner Creek Section of the Mapleton-Richardson Road, FAS 238, in Lane County.

Two copies of the agreement have been executed by the county and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on August 9, 1954.

John D. Graham

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 8-9-54 Minute Page 42
Secretary

RECEIVED
DEC 14 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 12 1956

Form A-180—10M—9-55

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
J. W. CATTRALL

Invoice No. 42888

Date December 23, 1955

Your Req. No.

Billing Request No. ce-202

Credit distribution: 520-1017-297

Lane County
Eugene, Oregon

NOTED
J. F. HAGEMANN

Attn: Board of County Commissioners

Advance Deposit	335,800.00
Knowles Creek-Turner Creek Tunnel Section of FAS 238, Lane County, covered by agreement dated December, 1955. Partial transfer county's share of total cost.	235,800.00
To be retained	$100,000.00

RECEIVED
DEC 27 1955
ENGINEER
COUNTY ROAD DEPT.

APPROVED

C...

B...

State Printing 86944

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Pacific Builder & Engineer, Inc.
2415 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

NOTED
J. Mc C.

Forrest Cooper
S. H. Probert
R. G. Savage, SLAC
P. M. Stephenson

RECEIVED
JAN 12 1956
FOR FILING

S-3211(7)
4587

December 22, 1955

Gibbons & Reed Co.
P. O. Box 4989
Portland 11, Oregon

Gentlemen:

The State Highway Commission on December 19, 1955 accepted your proposal for roadway grading and 0.47 mile of tunnel on the Knowles Creek-Turner Creek Tunnel Section of the Mapleton-Richardson Road in Lane County for the sum of $616,641 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4587.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

NOTED
J. M. C.

Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephensen

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
December 28, 1955
2:43 p. m.

Gibbons & Reed Co.
P. O. Box 4989
Portland 13, Oregon

Contract for grading Knowles Creek-Turner Creek Tunnel Section of Mapleton-Richardson Road, Lane County for which you submitted low bid on December 19, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

Accounting (5003-900)
C. W. Head
Files

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

December 22, 1955

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

NOTED
Harold C. Avers

NOTED
J. F. HAGEMANN

Gentlemen:

This is to acknowledge receipt of an advance deposit of $335,800 in connection with the Knowles Creek-Turner Creek Tunnel section of FAS 238. Contract No. 4587 has been awarded to Gibbons and Reed Company of Portland and a copy of the contract will be forwarded as soon as available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

RECEIVED
DEC 23 1955
FOR FILING

S-2241(7)
1587

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 22, 1955

SUBJECT: Lane County, Advance Deposit
FAS 238 Knowles Cr. –
Turner Creek Tunnel Section

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

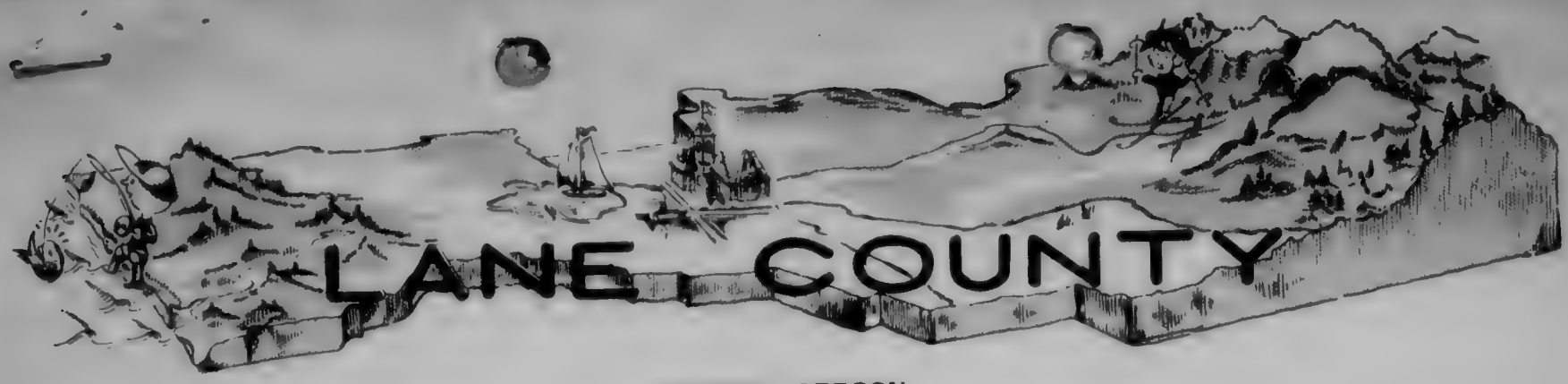
We have received this date Lane County's advance deposit of $335,800 in connection with the Knowles Creek-Turner Creek Tunnel section of FAS 238. We have also received a letter from the county advising that all right-of-way has been acquired. This project is now clear for award of a contract.

John F. Hagemann
Assistant Engineer,
County and City Relations

JFH:mm

cc: S. H. Probert
C. H. Maison

RECEIVED
DEC 27 1955
OFFICE OF
STATE HIGHWAY ENGINEER



EUGENE, OREGON

BOARD OF COUNTY COMMISSIONERS
RALPH PETERSEN
KENNETH NIELSEN
ROBERT W. STRAUB

December 21, 1955

J. F. HALLMANN

John W. Cattrall
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cattrall:

This is to confirm my discussion with you in relation to the right of way in the Knowles Creek - Turner Creek section FAS 238 to the effect that the right of way has been acquired. We have received from the U. S. Plywood Corporation a deed to that area of land described by you in the option that you sent to us for their signature. It was felt that it would be unnecessary for the U. S. Plywood Corporation to sign the option since they were agreeable to signing a deed with certain specific reservations so we prepared the deed for their signature, sent it to the New York office and the officers of that corporation designated to sign such documents did sign and returned to us, so we have a deed in our hands today and it will be filed shortly in the County Clerk's office.

For your information, the special provisions provided for in the deed are herewith quoted:

> It is understood and agreed that there is being reserved to the grantor its grantees and assigns the right of access to a road to be constructed on the above described conveyed area at any and all reasonable places.
> Also, reserving to the grantor, its grantees and assigns the merchantable timber now on or which may hereinafter be on the area being conveyed herein, together with the right of egress and ingress to remove the same.
> Part of the above described premises was heretofore conveyed to Lane County by the McKenzie River Timber Company and subsequently an interloping deed to a portion of these premises was given to grantor's predecessor in title. The deed being given herein covers the area on which grantor holds interloping deed and also some additional territory which it intends to convey hereby.

RECEIVED
DEC 22 1955
ENGINEER
COUNTY & CITY RELATIONS

Enclosed is Lane County's check for $335,800.00 as deposit on the proposed project.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS
By

Ralph Peterson
County Commissioner

Kenneth Nielsen
County Commissioner

County Commissioner

RP:rw

December 19, 1955

NOTED
J. W. CATTRALL

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Gentlemen:

On December 19th the Highway Commission received a satisfactory bid from Gibbons and Reed of Salt Lake City, Utah, for construction of the Knowles Creek-Turner Creek Tunnel Section of FAS 238. As per the agreement between State and County, the following advance deposit is required prior to signing a contract:

Bid Items.....	$616,641.00	
Anticipated Additional Items		
Clear channel and install trash rack	700.00	
Cord wood packing.....	4,000.00	
12-1/2% Engineering & contingencies	77,667.63	
ESTIMATED TOTAL COST	$699,008.63	
Advance Deposit:		
20% of $454,000 =	$ 90,800.00	
100% of all over $454,000 =	245,008.63	
TOTAL ADVANCE DEPOSIT	$335,808.63	or say $335,800.

Please make this deposit by means of a check or warrant in the amount of $335,800 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit plus a letter certifying that all right-of-way has been acquired, a contract will be signed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:mm

RECEIVED
DEC 15 1955
FOR FILING

FORM S-123 5M REVISED 2-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

4587

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 14th, 1955

Central Lincoln County P.U.D.
204 S. E. Coast Highway
Newport, Oregon

Attention: R. J. Snyder, Engineer

Gentlemen:

In response to your telephone request of this date, we have computed the approximate electrical load that would be necessary to light the Knowles Creek Tunnel. Based on standard lighting procedures, the installation would consist of 44 lighting units of approximately 450 watts each with a connected load of 25 Kw.

This letter is merely for the purpose of indicating what load would be necessary for standard lighting, and it must be clearly understood that the Highway Commission is not assuming any responsibility in the matter as this is a county road project and as such the maintenance and operation of a lighting system would be the obligation of Lane County and not under the control of the Highway Commission. The data herein given is for informational purposes only.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

Forrest Cooper
Construction Engineer

FC:AR

cc to: Lane County Court
W. C. Williams
P. M. Stephenson

RECEIVED
DEC 1 1 1955
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON PROJECT S-234(7)
FAS 238

RESOLUTION

12-13-55

WHEREAS, a county road in Lane County, State of Oregon, known as the Mapleton-Richardson County Road, is routed through the County of Lane, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Lane County, the section adopted for improvement being more particularly described as follows; to wit:

From a point approximately 5.3 miles east of Mapleton, easterly to a point approximately 3.4 miles west of Richardson, a distance of 1.8 miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Lane will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

Board of County Commissioners

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Lane County, Oregon, that no encroachments will be permitted on the county road known as the Mapleton-Richardson County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

Board of County Commissioners

It is understood that nothing in this resolution of agreement by the ~~County Court~~ shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Board of County Commissioners

Passed by the ~~County Court~~ of Lane County, Oregon, this _____ day of _____, 19__.

BY:

Chairman

~~County Judge~~ Ralph Peterson

ATTEST:

Harry L. Chase, Co. Clerk

By Elsie Donaugh, Deputy

County Clerk

County Commissioner Kenneth Nielsen

County Commissioner Robert W. Strand

cc-12(1955)

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

December 5, 1955

NOTED
J. F. HAGEMANN

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Knowles Creek-Turner Creek Tunnel Section of FAS 238 upon which bids will be received December 19th.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project including engineering and contingencies is $793,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential until bids have been received on December 19th.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than July 31, 1957. Included in the specifications are, in addition to the concrete lining at each end, provisions for an estimated 300 linear feet of timber lining. The actual number of linear feet of timber lining required will be determined by conditions encountered during construction.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than December 14th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

November 15, 1955

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

NOTED
J. W. CATTRALL

NOTED
A. F. NAG[illegible]N

Gentlemen:

Enclosed are four copies of an option form and two copies of a map covering right-of-way required in connection with the Knowles Creek-Turner Creek section of FAS 238. It is presently planned to accept bids on this project at the December 19-20 Highway Commission meeting and, if at all possible, this right-of-way should be optioned or obtained prior to this meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:[redacted]
Encl.

FORM E-30 25M 9-51 52218

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
November 14, 1955

SUBJECT: File No. 24209
Knowles Creek-Turner Creek
Mapleton-Richardson County Road

To:

Mr. John W. Cattrall
County & City Relations Engineer
O F F I C E

Dear Mr. Cattrall:

Attached you will find option form in quadruplicate covering right of way to be acquired in connection with the Knowles Creek-Turner Creek Section of the Mapleton-Richardson County Road in Lane County, together with a copy of the statement of information. This contract is scheduled for letting in December, 1955.

Also attached are two prints of Map No. 5B-10-3 covering this area and bearing our date of November 10, 1955.

File No.	Name	Area
24209	United States Plywood Corp.	40.7 acres

Very truly yours,

R. L. PORTER
Right of Way Engineer

By
Earl F. Saling
Right of Way Office Manager

ML:ls
Attach: Option in quad.
& 2 prints

RECEIVED
OCT 31 1955
FOR FILING

S 134 (1)
4567

Salem, Oregon
October 25, 1955

Knowles Creek tunnel

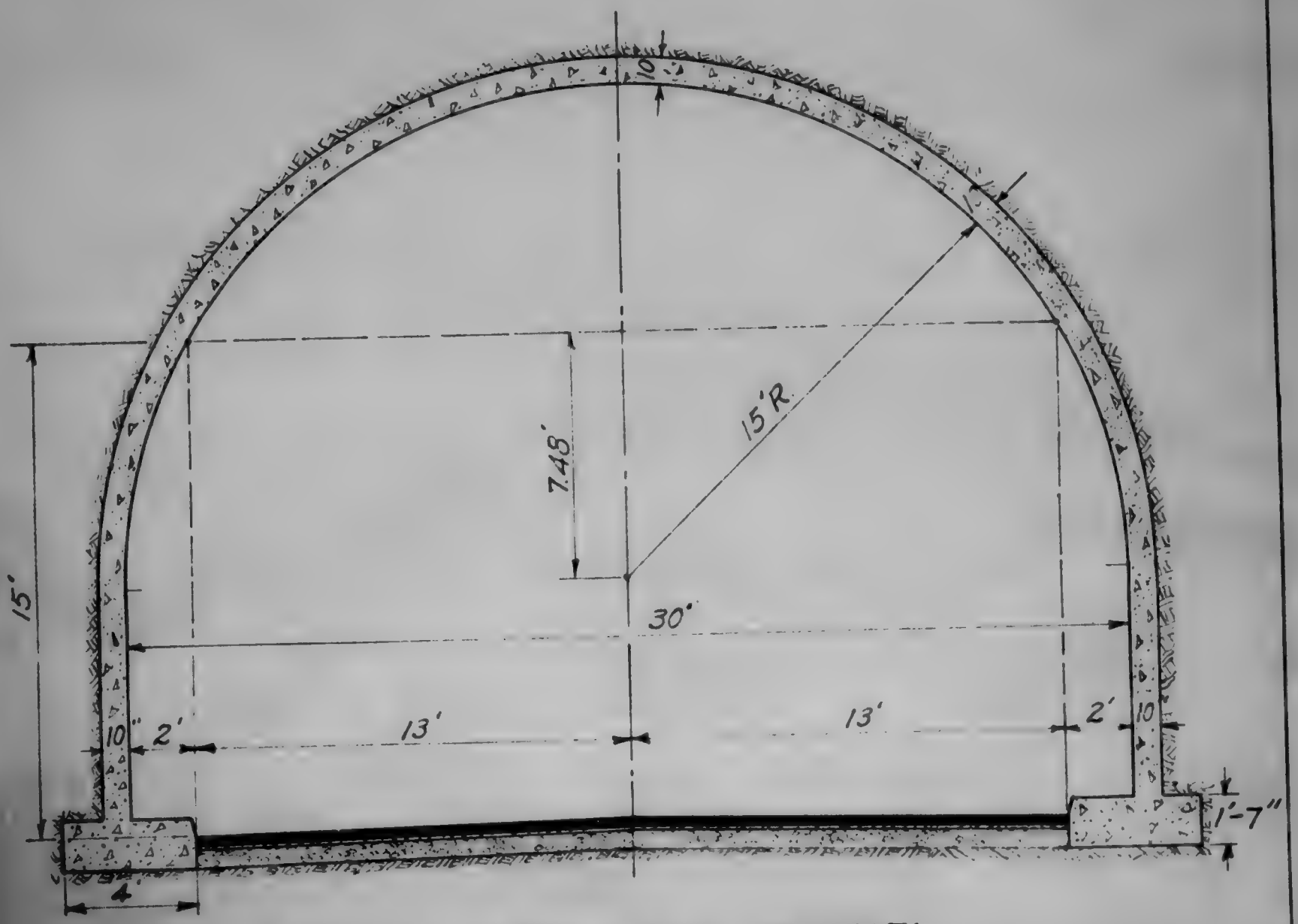
Mr. P. M. Stephenson

Herewith a sketch showing the section to be used on the Knowles Creek tunnel. In advertising this job, we will give the contractor the option of either casting the entire lining in place or precasting ribs from which to suspend the forms, in the same manner as was used in the Mt. Rainier tunnel and described in Mr. Goodall's report of September 27, 1955, which I am attaching.

G. S. Paxson

GSP:gm
Attach.

NOTED
G. S. PAXSON



SPECIAL TWO LANE TUNNEL

Exc. 2,471 C.Y. Per Sta.

Conc. 239 C.Y. Per Sta.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

October 7, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. G. S. Paxson

Re: Tunnel Lining

Dear Sir:

Attached is one copy of the design and construction report for the Stevens Canyon Tunnel Lining Project in Mt. Rainier National Park. Also attached is one copy of a letter from Andrews to Archibald concerning timber lining for tunnels.

The Stevens Canyon Project is considered novel in the following two respects:

(1) Use of the precast concrete liner rings completely eliminated the need for any interior falsework to support the cast in place concrete.

(2) Cast in place concrete was poured using a pneumatic grout injector. This equipment is light, easily maneuverable and a minimum of plant is used.

This material is furnished for your information and for possible application on similar State work.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

Encls.

RECEIVED
OCT 7 1955
OREGON
STATE HIGHWAY COMMISSION

AIR MAIL

Bureau of Public Roads
Sept. 26, 1955

To: Mr. Raymond Archibald, Division Engineer

From: F. E. Andrews, Division Engineer

In compliance with Mr. Klein's suggestion we are sending you herewith a print of laminated tunnel lining which may be of interest in connection with the problem at the Mesa Verde tunnel. This was developed in our study of the Olympic tunnel lining, where a six-inch permanent laminated timber lining was considered. The final solution for the Olympic tunnels was a three-inch thick glu-lam lining.

Plans for the Olympic tunnels will be furnished you as soon as they are printed. It appears that the four-inch thickness proposed for the Mesa Verde tunnel should be satisfactory in the absence of pressure and for construction use. If not, it can be made of 2" x 6". A copy of this memo and the drawing are attached in case you wish to send them to Mr. Chamberlain.

The following comments are pertinent:

1. The ribs, one quadrant, consisting of two laminations, can be manufactured at a plant or labor center to avoid high "on the job" costs. The erection is very simple with one lap splice at the crown.

2. The ribs need not be fastened together, in case it is desirable to remove them as pouring of the permanent lining progressed.

3. The erection requires very light equipment, since the ribs for each quadrant weigh only about 140 lbs. The portable jumbo for staging can be made with an opening large enough for construction equipment.

4. In case of heavy pressure the timber lining should be treated, as the untreated timber may rot and leave a cavity.

5. If there is no pressure the laminated lining serves as a rear form, thus saving concrete. The concrete replaced by the lining is also saved.

6. The lining can closely follow excavation as no severe damage would result from blasting. In some cases one or two ribs might have to be replaced.

7. Blocks should be placed back of the lining if it is to be used for the rear form.

8. The laminated timber lining is well-adapted for emergency use because 2x4 or 2x6 can be secured from stock in the short lengths needed in most lumber yards. This combined with simple fabrication and erection would provide tunnel lining within a day or two. It is probable that treated lumber can be obtained from stock if it is desired.

9. If heavier ribs are desired, they may be made of three-inch thick material instead of two-inch.

10. The ribs can readily be erected by three men, however, 4, 6, 8, 10, or 12 ribs may be assembled at the plant and erected in large panels if the contractor prefers to use equipment. In this case a pipe hinge would be required at the crown instead of a lap hinge as used for single ribs.

11. The strength of one lamination can be developed by the nailed splice in each rib. "Stronghold" nails are available for use in splices which are about 50% stronger than ordinary nails. The length of ribs may be shortened to facilitate handling by using splices at the third points instead of only at the crown.

12. Unless the lining is for construction use the nails should be galvanized.

13. It is to be noted that laminated lining can be designed, where considerable strength is required, by using ribs of great width with ribs of small width between them. To illustrate, ribs made of 2x10 could be used at three-foot spacing with the space between ribs made of 2x3 or 2x4.

14. It appears that the glu-lam forms would be well adapted for lining tunnels with concrete.

15. The glu-lam lining was conceived for the Olympic tunnel lining, however, the cost being in question, the segmental laminated lining was developed as an alternate. Either type will make a good permanent lining, if treated. The glu-lam lining is preferred and as it was determined that it could be secured at reasonable cost, it was chosen for the Olympic tunnels.

16. If laminated timber or glu-lam lining is used and it is necessary that the space between the lining and the excavated surface be filled with concrete or sand, the concrete or sand may be pumped in after the timber lining is placed.

17. If the segmental type is used for permanent lining, the segments may be made quite long as the pockets formed by alternate ribs are not objectionable as to appearance.

units

U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION NO. 6 PORTLAND, OREGON

STUDY OF
LAMINATED TIMBER LINING
FOR MESA VERDE TUNNEL

STATION 826 — PROJECT I-F

Scale 3/4" = 1'-0" September 23, 1955

SHEET 1 OF 1 SHEETS

2-371

Splice ? halves of
at this point

2 x 4 S4S x 3'-0"

Note: Leave 1'-0" wide section out of 3 rib units at 10' intervals along crown for pumping concrete behind ribs, if desired

1 5/8"

1 5/8"

16 d nails milled to 3 1/8"

Length to facilitate handling and assembling of ribs.

10" MAX.

3'-0"

10" MIN.

*Could be reduced slightly to give greater concrete thickness

Radius = 15'-0"

15'-10"

16'-2 1/2"

Ribs in contact throughout tunnel fasten with 40 d spikes

Spring Line

Concrete Lining

3 1/4"

2x4

2x4

6"x12"

ELEVATION
ONE RIB

HALF SECTION

visions:

Rundle's Creek Tunnel

3 gas plate $S = .1035^{m\&}$ (0.2391" thick)
gas $ 132.86 F.O.B cars nearest rail point
Set $ 18.00 Foot
Grout @ 30.00 CY

Apply (3" mat) 1200.00 per ft installed
cost approx proportioned to depth
Three stations

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

September 15, 1955

NOTED
Harold C. Ayers

MEMO: To J. W. Nash

Re: Knowles Creek-Turner Creek Tunnel Sec.
F. A. S. Route 238

This project extends from a point approximately 5.3 miles east of the junction of F. A. Route 25 at Mapleton, easterly to a point approximately 3.3 miles west of Richardson, a distance of 1.3 miles. The existing road is a narrow road constructed with a dozer with extreme curves and excessive grades. Loaded trucks cannot negotiate the existing section of road.

The proposed project is to grade and drain to a width of 38 feet for an ultimate finished roadway of a 22 foot wide pavement with 4-foot shoulders. Included in the grading section is a tunnel 1455 feet in length which will be constructed to a horizontal clearance of 38'-8". The project is for grading, draining, and driving the tunnel (includes concrete lining at each portal for a distance of approximately 50 feet into the tunnel) only. Surfacing, paving, lighting the tunnel, and additional lining if required will be constructed immediately following completion of the proposed project.

This route serves as a direct connection between the heavily populated Eugene-Springfield area and the coastal area, showing a distance saving of some 15 miles over existing routes. The Lane County Board of Commissioners have stated that this route is one of the most important in the county and its early completion to modern standards is essential to the economic welfare of the county. The Board represents that the completion of this route would create a potential shipping point at Florence for lumber products manufactured in Lane County. This would tend to offset unfavorable railroad shipping rates presently applying to the Lane County area as compared to areas north and south. The Board further states that the Bureau of Land Management conservatively estimates that there are 2,500,000,000 board feet of timber in the area served by the Walton-Mapleton section of this road and, if the road were improved to modern standards, this timber would bring $5 to $10 per thousand board feet (on the stump) more than it will under present road conditions. This represents a potential revenue increase of from $12,500,000 to $25,000,000.

V. G. O'Neil

The balance of the county portion of F. A. S. 238 is a 16' gravel surface with a 28' roadway. The grade and alignment is generally satisfactory. The county plans to reconstruct the balance of the route to a bituminous waring surface of standard width and on standard grade and alignment as funds become available.

- - -

Lane County
Length - 1.3 miles

Funds:		
	Federal	$273,000
	County	486,000
	State	91,000
	Total	$850,000

Note: The federal and state funds are limited by the amount available to Lane County up to and including the fiscal year 1957 allocation.

V. G. O'Neil

RECEIVED
OCT 4 1955
FOR FILING

S-2-4(7)
1547

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15, 1955

NOTED
W. C. WILLIAMS

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
O F F I C E

Dear Sir:

In a conference with the Lane County Board of Commissioners on September 14th, the county advised that it has the required match money to proceed with the Knowles Creek-Turner Creek Tunnel Section of F.A.S. 238 and asked that we prepare this project for contracting as soon as possible.

The project, as discussed with the county, would be for grading and driving the tunnel, a total distance of 1.3 miles, and lining with concrete each portal for a distance of approximately 50 feet into the tunnel. The preliminary estimate for this work, as furnished by the construction division and the bridge division, is $830,000. Lane County has a total of $454,000 of F.A.S. funds available, including a carry-over of $32,000 of fiscal year 1955 funds. The county's share of costs based on the preliminary estimate would be:

20% of $454,000	= $ 90,800
100% of costs over $454,000	= 376,000
Total	$466,800

The county realizes that this is a tentative estimate and are willing to put up additional funds as necessary to contract the above work.

It is planned to complete the surfacing, paving, and tunnel lighting with future funds.

Very truly yours,

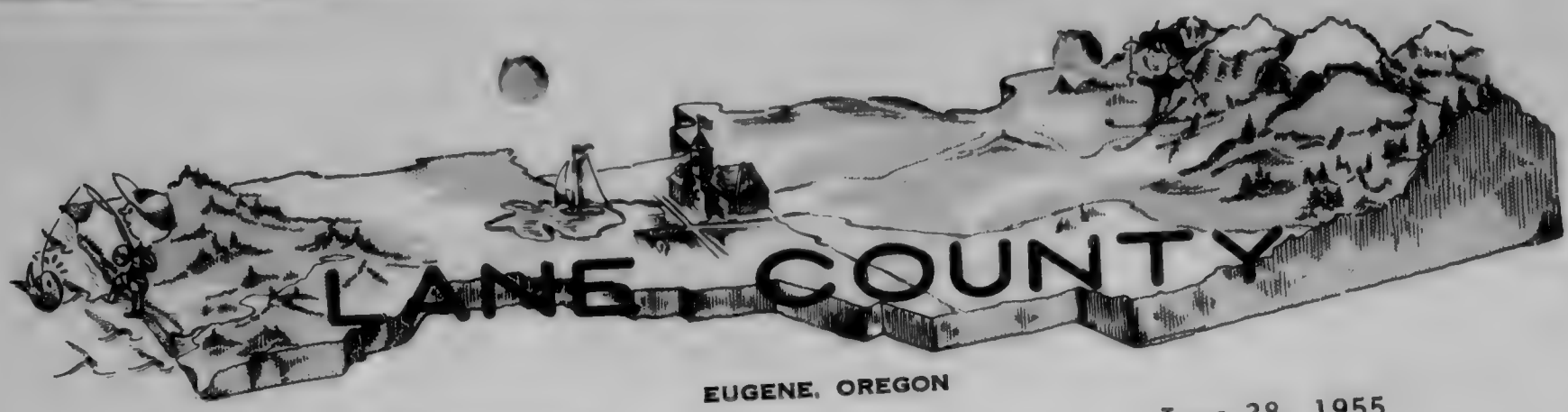
John W. Cattrall

John W. Cattrall
Engineer, County and City Relations

RECEIVED

JWC:jv

cc: G. S. Paxson
P. M. Stephenson
H. G. Smith
V. G. O'Neil



EUGENE, OREGON

BOARD OF COUNTY COMMISSIONERS
RALPH PETERSEN
KENNETH NIELSEN
ROBERT W. STRAUB

June 28, 1955

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

John Cattrall
State Highway Commission
Salem, Oregon

Dear Mr. Cattrall:

In regard to our discussion this morning, we would like to confirm our statements. We are all in accord regarding the building of the Route F tunnel and that it is an obligation of the County that funds will be set up in the 1955-56 budget, if possible. However, in our budget for the coming year we are in the process of allocating money for a new courthouse and it may be possible that we have to postpone our matching money into the following budget year. In any event, if not possible this year, the funds will definitely be set up in the 1955-56 budget.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

By Ralph Petersen
County Commissioner

Kenneth Nielsen
County Commissioner

Robert W. Straub
County Commissioner

KN:rw

RECEIVED
JUL 11 1955
ENGINEER
COUNTY & CITY RELATIONS

NOTED
J. F. HARGEMANN

C
O
P
Y

MORRISON-KNUDSEN COMPANY, INC.
CONTRACTORS AND ENGINEERS

319 Broadway, Boise, Idaho

RECEIVED
JUN 30 1955

June 28, 1955

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

NOTED
J. F. HAGELMANN

Mr. Robert A. Straub
Lane County Commissioner
County Court House
Eugene, Oregon

Dear Bob:

A preliminary estimate of the cost of driving the Route "F" tunnel indicates a considerably higher cost than we have been talking about, due largely to the fact that the tunnel is larger than I realized when we were discussing it.

The State Highway Department drawing which you furnished to me shows the tunnel to have a 20'-10" radius and a height of 24'-4" to the line of excavation. Driving of the tunnel, then, would involve excavation of about 56 cubic yards of rock for each lineal foot of tunnel. We estimate the cost of driving such a tunnel to be about $750.00 per lineal foot of tunnel, or a total cost of approximately $1,100,000.00 as compared to the State's estimate of $600,000.00.

The above cost would include no timbering or other supports except the timbering that would be required at each of the portals. Also, our estimate includes no allowance for engineering which we understand would be done by the State Highway Department.

We estimate that approximately fourteen (14) months would be required for the driving of the tunnel.

In lieu of treated timber supports or concrete lining, we suggest that you investigate the possible use of "gunite" (the application of concrete by spraying). We have used this method of lining tunnels quite successfully on other jobs at an appreciable saving in cost.

If our estimate of cost has not completely scared you out, and you are still interested in proceeding with the tunnel, we would be happy to discuss with you in more detail the problems involved, and will gladly assist you in every way possible. If you still desire to proceed with the project and can raise, say $500,000.00 to start work this fall, I believe this Company would be willing to carry the work along until the additional funds needed would be made available next year.

Please feel free to contact us if we can be of any further assistance to you.

You realize, of course, that the cost figure we have given you is not a quoted price, but is simply a rough estimate to serve as a guide in your further consideration of this project.

Very truly yours,

MORRISON-KNUDSEN COMPANY, Inc.

/s/ D. W. Lutes

D. W. Lutes

DWL/hmr

cc: Mr. J. P. Frein
Mr. B. Williams

RECEIVED
JUN 30 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 24 1955
FOR FILING

S.234 (7)
1-51

June 24, 1955

Hon. E. A. Davidson, Mayor
Florence, Oregon

Dear Sir:

With reference to your letter of June 9 regarding a breakdown of the estimate of cost for the Route 9?? tunnel between Richardson and Mapleton, I am enclosing a copy of a letter which was sent to the Florence Chamber of Commerce on June 10, which I believe will furnish you the information you desire.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:ms

Enclosure

cc Mr. W. C. Williams
Mr. G. S. Paxson

CITY OF FLORENCE

Oregon's Recreational Center

WESTERN LANE COUNTY

FLORENCE, OREGON

June 9, 1955

RECEIVED
Mr Williams
Highway Engineer
Please prepare
answer

State Highway Commission
State Highway Building
Salem, Oregon

NOTED
W. C. WILLIAMS

Attn: R. H. Baldock, Chief Engineer

Dear Mr. Baldock:

It has come to the attention of the Common Council of the City of Florence that the Lane County Board of Commissioners urgently needs a breakdown of the figures the State Highway Commission has arrived at in it's estimate of the cost of the completion of the Route "F" tunnel on the contemplated project between Florence and Eugene. These figures are needed for the completion of further planning by the Board of Commissioners.

The people of the City of Florence and the surrounding area are vitally interested in the completion of the Route "F" project. Due to the greatly increased activity in our port, and the possibility of improvements resulting from that activity, the economic importance of the completion of the Route "F" project, both to the Coastal area of Lane County and to the Inland Empire, cannot be overestimated.

The Mayor and the Common Council of the City of Florence request that this matter be treated with the utmost importance by the State Highway Commission, so that the least possible delay might be encountered in the completion of this extremely worthwhile project.

For the Mayor and the Common Council,

Yours very truly,

E. A. Davidson

E. A. Davidson
Mayor

EAD/nbp

RECEIVED
JUN 14 1955
OFFICE OF
STATE HIGHWAY ENGINEER

ROUTE "F" TUNNEL

Cost of 1.3-Mile Section, Including Tunnel

(A) Tunnel With Timber Lining:

Grading and driving tunnel	$ 780,000
Paving	30,000
Lighting	20,000
Timber Lining	360,000
Total	$1,190,000

(B) Tunnel With Concrete Lining:

Grading and driving tunnel	$ 780,000
Paving	30,000
Lighting	20,000
Concrete Lining	580,000
Total	$1,410,000

The above estimates include contingencies and engineering.

FAS 238
Lane Co.

KNOWLES CREEK-TURNER CREEK SECTION
Mapleton-Eugene Highway
Lane County

NOTED
[illegible]

ESTIMATE OF COST

No.	Item	Unit	Total	Unit Price	Amount
1.	Clearing & Grubbing	All Spec	All	Lump Sum	$ 16,000.00
2.	Drainage Excavation, Unclassified	Cu. Yd.	1,600	3.00	4,800.00
3.	General Excavation, Unclassified	Cu. Yd.	189,400	0.60	113,640.00
4.	Tunnel Excavation, Unclassified	Cu. Yd.	52,750	10.00	527,500.00
5.	Short Overhaul	Yd. Sta.	57[illegible],000	0.01	5,700.00
6.	Long Overhaul	"C" Yd. Sta.	5,270	0.45	2,371.50
7.	Finishing Road Bed and Slopes	Mile	1,18	700.00	826.00
8.	Rounding Curbonies	Lin. Ft.	1,100	0.15	165.00
9.	43" x 27" Arch Pipe	Lin. Ft.	75	15.00	1,125.00
10.	66" Structural Plate Pipe	Lin. Ft.	335	45.00	15,075.00
11.	12" Perf. C.M. Coated Drain Pipe	Lin. Ft.	670	3.00	2,010.00
12.	Special Backfill in Drains	Cu. Yd.	100	5.00	500.00
13.	18" Concrete Culvert Pipe	Lin. Ft.	70	4.00	280.00
14.	24" Concrete Culvert Pipe	Lin. Ft.	100	5.00	500.00
15.	42" Concrete Culvert Pipe	Lin. Ft.	80	13.00	1,040.00
		Total			$691,612.50
		[illegible] Engr. & Cont.			[illegible],451.50
		Total			$77[illegible],064.00
	State Force Work(Clear old channel and install Trash Rack)				700.00
		Total			$77[illegible],764.00
	Lining	Lin. Ft.			360,000
		Cu. Yd.			550,000
	[illegible]				30,000
	[illegible]				20,000
	[illegible]				$ [illegible]
					$1,410,000

NOTED
[illegible] HARRISON

ZAS General

NC

[illegible] Coast-to-Coast Highway
Hampleton-Pacific Highway
Lane County

SUMMARY

No.	Item	Unit	Est.	Alloy	Total
1.	Clearing	All	All	---	All
2.	Roadway Excavation, All material	Cu. Yds.	1,450	150	1,600
3.	Borrow Excavation, Select material	Cu. Yds.	175,147	17,253	192,400
4.	Tunnel Excavation, Unclassified	Cu. Yds.	47,933	4,797	52,730
5.	Rock Overhaul	Sta.	[illegible]	27,130	54,000
6.	Loop Ramps 2	Ea.	1,230	40	1,270
7.	Miscellaneous Roadway Items	Lump	1,150	---	1,150
8.	Guard Rail Offsets	Ea.	93	10	103
9.	30" x 30" Area Pipe	Lin. Ft.	70	5	75
10.	48" Reinforced Conc. Pipe	Lin. Ft.	206	31	237
11.	24" Corr. M.P. Culvert Pipe	Lin. Ft.	600	60	660
12.	Special Ditching	Lin. Ft.	90	10	100
13.	18" Corrugated Metal Pipe	Lin. Ft.	60	10	70
14.	24" Corrugated Culvert Pipe	Lin. Ft.	120	30	150
15.	24" Corrugated Metal Pipe	Lin. Ft.	76	4	80

7 Ea - 24"
1 Ea - 42"
30 Ea - 48"
12 Ea -168"

16. 8" Timber - Clear and remove and install small [illegible] Lin. Ft.

FAS General Law Co.

FORM E-120 80M REVISED 5-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

NOTED
J. W. CATTRALL

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

NOTED
Harold C. Ayers

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 24, 1955

Mr. J. H. Larsen
332 7th Street
Springfield, Oregon

NOTED
J. F. HAGEMAN

RECEIVED
JUN 27 1955
ENGINEER
COUNTY & CITY RELATIONS

Dear Mr. Larsen:

In accordance with our recent conversation I am offering the following information relative to federal-aid secondary funds available for expenditure on county roads.

Federal-aid secondary funds, if authorized by a Federal Road Act, are appropriated annually by Congress to the individual states for expenditure for construction or reconstruction of roads which have been designated as part of the Federal-aid Secondary System. At the present time the Oregon Federal-aid Secondary System is comprised of some 3,300 miles of state highways and 1,900 miles of county roads.

Since January 1, 1955, federal regulations have required that 50 per cent of all moneys appropriated by the federal government for federal-aid secondary projects must be made available for expenditure on the county road portion of the Federal-aid Secondary System.

In Oregon this county road portion (50 per cent) of federal-aid secondary funds is further apportioned to individual counties in accordance with a formula developed by the Association of Oregon Counties and approved by the Highway Commission as follows: 25 per cent of the fund is allocated equally to the 36 counties, 60 per cent by rural population (census population, less cities of over 5,000 population), and 15 per cent by total county road mileage. No money is paid directly to the counties as no federal funds can be collected until the actual work has been performed. The appropriated funds are merely made available for programming.

The general policy followed in selection and construction of county Federal-aid Secondary projects is as follows:

1. Projects are initially selected by the county within the limits of federal regulations. These federal regulations require, among other things, that the work be for construction or reconstruction only, that the design of the projects meet certain minimum standards, and that the projects be subject to approval by both the State Highway Commission and the Bureau of Public Roads.

2. The Highway Department, entirely at state expense, performs all preliminary engineering, prepares plans and specifications, and awards contracts for each project in the same manner as followed for state highway projects.

3. The county, entirely at county expense, acquires all right of way and material sources required. The state, as part of the preliminary engineering, furnishes the county descriptions of the property required for right of way and material sources.

4. Federal funds are applied to project construction costs only and the state and county participate equally in matching federal contributions for each project. In Oregon, the federal participating ratio on FAS projects is approximately 60 per cent, which results in the federal government paying approximately 60 per cent of the construction costs, the state approximately 20 per cent, and the county approximately 20 per cent.

5. Maintenance of the completed project is a county responsibility. Federal law requires the county to execute an agreement which provides the county will maintain the section of road constructed in a manner satisfactory to the Bureau of Public Roads. The completed projects are inspected periodically by representatives of the Bureau, and if an unsatisfactory maintenance condition is found to exist, the county must correct this condition within 90 days or lose future federal allocations.

Under the policy described above, Lane County has had or will have available for county FAS projects the following total funds since January 1, 1953. These total funds include federal, state and county funds in the approximate proportion of 60-20-20:

Fiscal year 1954 (available in 1953)	=	$164,000
Fiscal year 1955 (available in 1954)	=	164,000
Fiscal year 1956 (available in 1955)	=	211,000
Fiscal year 1957 (available in 1956)	=	211,000 (estimate)
Total	=	$750,000

Using the above funds, the county has selected and had approved the following projects which have either been constructed or are under construction:

FAS No. 210, Eugene-Harrisburg County Road
Linn County Line-Coburg Section,
Grade, surface, and oil $120,000

FAS No. 228, Eugene-Marcola County Road
Springfield Section
Grade, surface, and oil 34,000

2. The Highway Department, entirely at state expense, performs all preliminary engineering, prepares plans and specifications, and awards contracts for each project in the same manner as followed for state highway projects.

3. The county, entirely at county expense, acquires all right of way and material sources required. The state, as part of the preliminary engineering, furnishes the county descriptions of the property required for right of way and material sources.

4. Federal funds are applied to project construction costs only and the state and county participate equally in matching federal contributions for each project. In Oregon, the federal participating ratio on FAS projects is approximately 60 per cent, which results in the federal government paying approximately 60 per cent of the construction costs, the state approximately 20 per cent, and the county approximately 20 per cent.

5. Maintenance of the completed project is a county responsibility. Federal law requires the county to execute an agreement which provides the county will maintain the section of road constructed in a manner satisfactory to the Bureau of Public Roads. The completed projects are inspected periodically by representatives of the Bureau, and if an unsatisfactory maintenance condition is found to exist, the county must correct this condition within 90 days or lose future federal allocations.

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Total	=	$750,000

Using the above funds, the county has selected and had approved the following projects which have either been constructed or are under construction:

FAS No. 210, Eugene-Harrisburg County Road
Linn County Line-Coburg Section,
Grade, surface, and oil $120,000

FAS No. 228, Eugene-Marcola County Road
Springfield Section
Grade, surface, and oil 34,000

FAS No. 228, Eugene-Marcola County Road
South Unit, Hayden Bridge-Donna Section,
Grade and surface (under construction) . . $142,000 (est.)

Total $296,000

Based on the above figures, which are the best available at this time, Lane County will have a balance of approximately $454,000 which can be contracted at such time as the federal government apportions fiscal year 1957 funds.

The County had previously selected the Knowles Creek Tunnel section of FAS No. 232 (Route F) as its next project. This project was approved by the Highway Commission on August 9, 1954, and a survey made. Based on this survey a preliminary estimate for the cost of this tunnel section, including approximately one mile of connecting roadwork, is as follows:

Knowles Creek Tunnel Section, 1.3 Miles

A. Tunnel with Timber Lining:

Grading and driving tunnel	$ 780,000
Paving	30,000
Lighting	20,000
Timber lining	360,000
Total	$ 1,190,000

B. Tunnel with Concrete Lining:

Grading and driving tunnel	$ 780,000
Paving	30,000
Lighting	20,000
Concrete lining	580,000
Total	$ 1,410,000

As there is only $454,000 of total FAS funds which will be available to Lane County when the 1957 funds are released, the county would be required to furnish all costs in excess of $454,000. The 1957 funds should be released by the first of 1956, perhaps in October or November, 1955. Any additional financing required over and above available FAS funds is a problem which the county must work out within its own budget.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Board of County Commissioners
Lane County
Commissioners
Mr. W. C. Williams
Mr. John Cattrall

ROUTE "F" TUNNEL

Cost of 1.3-Mile Section, Including Tunnel

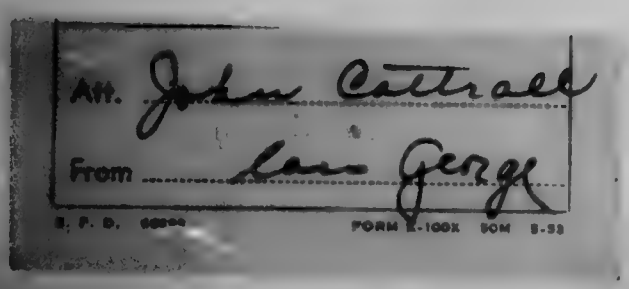
(A) Tunnel With Timber Lining:

Grading and driving tunnel	$ 780,000
Paving	30,000
Lighting	20,000
Timber Lining	360,000
Total	$1,190,000

(B) Tunnel With Concrete Lining:

Grading and driving tunnel	$ 780,000
Paving	30,000
Lighting	20,000
Concrete Lining	580,000
Total	$1,410,000

The above estimates include contingencies and engineering.



RECEIVED
JUN 13 1955
FOR FILING

June 10, 1955

Mr. A. E. Neilson, President
Florence Chamber of Commerce
Post Office Box 712
Florence, Oregon

Dear Sir:

In your letter of June 9 you request a breakdown of the engineering estimate for the Route "P" tunnel between Richardson and Mapleton in western Lane County. I attach hereto the estimated cost of the tunnel section, which has a total length of 1.3 miles. This estimate, you will note, provides for either timber lining or concrete lining in the tunnel. This is the same estimate as was furnished to Mr. Ralph Peterson, Chairman of the Lane County Board of County Commissioners, on May 11, 1955.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:ms

Enclosure

cc Mr. W. C. Williams
Mr. G. S. Paxson

ROUTE "F" TUNNEL

Cost of 1.3-Mile Section, Including Tunnel

(A) Tunnel With Timber Lining:

Grading and driving tunnel		$ 780,000
Paving		30,000
Lighting		20,000
Timber Lining		360,000
	Total	$1,190,000

(B) Tunnel With Concrete Lining:

Grading and driving tunnel		$ 780,000
Paving		30,000
Lighting		20,000
Concrete Lining		580,000
	Total	$1,410,000

The above estimates include contingencies and engineering.

Florence Chamber of Commerce

"In the Center of Oregon's Coastal Wonderland"

P. O. BOX 712
FLORENCE, OREGON

[illegible]
W. C. Wilcox

June 9, 1951

Attn: Mr. R. H. Baldock, Chief Engineer
Oregon State Highway Commission
State Highway Commission Building
Salem, Oregon

Dear Mr. Baldock:

It is our understanding that your office is presently working on cost estimates and plans for the "Route F" tunnel development between Florence and Eugene, in Western Lane County. In order that further financial planning may be expedited, so far as county participation in this project is concerned, we want to urge the release of [illegible] by direction of your engineering estimates with regard to all costs involved; the possible use for concrete lining of the tunnel; and, any other pertinent data which might effect plans for completion of the tunnel, in any way. Because of the necessity for fullest coordination between all interested parties, we hope that you will be able to forward the information requested, to the Lane County Board of Commissioners, Lane County Courthouse, Eugene, Oregon, at once.

As you know, Western Lane County is one of the fastest growing areas in the State of Oregon. Improvements to the Port of Siuslaw, at Florence; the need for better truck shipping routes, both to and from the Western Lane area; expansion of the tourist industry, Oregon's second largest income-producing business; and, the establishment of better highway access to other inland areas of the state for service to a fast-growing local population, are all evidence substantiating the acute need for the fastest possible action on the whole route project.

Your assistance and cooperation in this matter will be appreciated by not only the members of the Florence Chamber of Commerce, but by all the people of Lane County. In the meantime, we will be looking forward to hearing from you regarding the information requested.

Very truly yours,

A. E. Wilcox
President

AEW/cm

[illegible]
STATE HIGHWAY ENGINEER

ON SCENIC HIGHWAY 101

RECEIVED
JUN 10 1955
FOR FILING

3.224(7)
4587

June 10, 1955

Mr. Ralph A. Peterson
County Commissioner of Lane County
Eugene, Oregon

Dear Mr. Peterson:

I am herewith transmitting to you the requested estimates of the cost of the tunnel on Route F between Elmira and Mapleton and in accordance with the information telephoned to you on May 11 by G. S. Paxson, Assistant State Highway Engineer.

Cost of 1.3-Mile Section, Including Tunnel

(A) Tunnel with Timber Lining:

Grading and driving tunnel	$ 780,000
Paving	30,000
Lighting	20,000
Timber lining	360,000
Total	$1,190,000

(B) Tunnel with Concrete Lining:

Grading and driving tunnel	$ 780,000
Paving	30,000
Lighting	20,000
Concrete lining	580,000
Total	$1,410,000

This is all of the information you asked this Department to furnish on this route to the best of my knowledge.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:lg
cc Mr. Howard Morrison
Mr. G. S. Paxson

RECEIVED
JUN 13 1955
FOR FILING

4-57

June 10, 1955

Mr. Jack Larson, Chairman
Roads and Highways Committee
Springfield Chamber of Commerce
Post Office Box 155
Springfield, Oregon

Dear Sir:

Reference is made to your letter of June 9 relative to construction of the Route "F" tunnel. In your letter you state that the County Commissioner has now been informed by the Highway Engineer's office that it will be another six months before the letting of bids. I am unaware as to where this information may have originated, but it did not originate from this office. Our survey is complete, the plans are well along, and we feel quite certain that we can call for bids on the tunnel project within 60 days of such time as finances for the tunnel project have been provided by Lane County.

I wish to advise you that there is no unnecessary delay in this matter in so far as the Highway Commission is concerned. The whole problem is one of finances, which is the obligation of Lane County.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

cc Board of County Commissioners
of Lane County
Mr. Howard Merrian
Mr. W. C. Williams
Mr. G. S. Paxson

SPRINGFIELD chamber of commerce
EIGHTH AND A STREETS
P. O. BOX 155
SPRINGFIELD, OREGON

June 9, 1955

NOTED
W. C. WILLIAMS

R. H. Baldock:
State Highway Office Building
Salem, Oregon

Dear Mr. Baldock:

Last winter the Lane County Commissioners were given information that bids would be let for the construction of the Route F tunnel in order to start construction this summer.

The County Commissioners have now been informed by the Highway Engineer's office that it will be another six months before the letting of bids.

Our people wish to know why the seemingly unnecessary delay. We would appreciate word that positive action will be taken soon.

Yours very truly

Jack Larson

Jack Larson, Chairman
Roads & Highway Committee

JL:lj

RECEIVED

RECEIVED
JUN 8 1955
FOR FILING

S-13W-7J
13-1

June 8, 1955

Mrs. Ruth E. Mills, Secretary
U. S. Highway # 126 Association
Lesburg, Oregon

Dear Mrs. Mills:

In reply to your letter of June 2, advise that estimates for the route "pu" tunnel and approaches thereto were furnished to County Commissioner Ralph A. Peterson of Lane County on May 11. The estimates were telephoned to Mr. Peterson by Mr. G. S. Paxson, Assistant State Highway Engineer.

The County has not asked this Department to furnish any estimates other than for the tunnel section.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Ralph A. Peterson
Mr. W. C. Williams
Mr. G. S. Paxson

WCW:ms lg

McKenzie River Chamber of Commerce

Tel. - Leaburg 8-9212 — Leaburg, Oregon

June 2, 1953.

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Department,
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Baldock,

On May 28th, delegates from the U.S. Highway # 126 Association supported by representatives of the McKenzie River Chamber of Commerce, the Springfield Chamber of Commerce, the Glenwood Businessmen's Association, and the Oregon Coast Association, and bearing a letter of support from the Eugene Chamber of Commerce highway committee, were present at a hearing before the State Highway Commission in support of our request for an extension of U.S. Highway # 126 from Eugene to Florence via Eugene-Glenwood-Mapleton Secondary Highway # 220.

It was explained to us that this was impossible until such time as Lane County should finish constructing this highway at which time it could be taken over by the state and later be made part of the Federal highway system.

REFERRED TO
Williams
Highway Engineer
Please Advise
Mrs. [illegible]

Since then we have talked to the Lane County Commissioners urging an early completion of this project. They tell us they are being delayed while they wait for the State Highway Department's engineers to furnish them with an estimate on the cost of the proposed tunnel. They had hoped to have the estimate in time to include the plans for the tunnel in the budget for the coming year, so that work could start immediately after July 1st. They requested the estimate some four months ago.

Completion of U.S. Highway # 126 to the coast is a project close to our hearts, and already we are beginning to advertise it as the OchNest, #IINest, #IINest route across Oregon from the Cascades to the Coast. We would appreciate any assistance your department can give to Lane County to further the completion of this route.

Respectfully,

U.S. HIGHWAY # 126 ASSOCIATION

By Ruth E. Mills

(Mrs.) Ruth E. Mills, Secretary

RECEIVED
JUN 6 1953
OFFICE OF
STATE HIGHWAY ENGINEER

For the Advancement of the Interests of Oregon's Scenic McKenzie River Valley

RECEIVED
JUL 19 1955
FOR FILING

S-2-1(1)

4557

STATE HIGHWAY COMMISSION MEETING

Delegation US Hwy. 126 Assn. et al, re extension of US126 from Eugene to Florence, etc.

Date May 26, 1955

Time 3:00 p.m.

Name	City or Town	Capacity
Jack Larson (spokesman)	Springfield	Chrmn Hwy. Comm. of Chamber of Com
Hartley Kneeland (speak)	"	Chrmn Springfield Greeters of Cham. of Commerce
Virgil Estes	Glenwood	Bussinessmen's Assn.
Don Houghton	Florence	Chamber of Commerce
Robert Straub	Springfield	Lane Co. Commissioner
Ersel Zimmerman	"	Greeters Club of Chamber of Commerce & Springfield Realty Board
Velma Kepler	"	Bussiness & Professional Women's Club & Greeters Club
Richard Apling	Vida	Pres. of Hwy. 126 Assn.
Willis Brewster	McKenzie Bridge	Treas. of Hwy. 126 Assn.
Mrs. Ruth Mills	Leeburg	Sec. " "
Mrs. Willis Brewster	McKenzie Bridge	Housewife - Asst. Postmaster

Eugene Chamber of Commerce

230 East Broadway
Eugene, Oregon

May 25, 1955

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

The Highway Committee of the Eugene Chamber of Commerce joins the Springfield Chamber of Commerce in requesting that the designation "Oregon 126" be extended to include state-controlled mileage to the west of Eugene, now designated as "Route F."

Sincerely yours,

Fred M. Brenne

Fred M. Brenne, Secretary
Highway Committee

FMB/dd

State Highway Engineer
RECEIVED

AGENDA
MAY 26 1955
D

May 17, 1955

Mrs. Ruth Mills, Secretary
U. S. Highway 126 Association
Leaburg, Oregon

Dear Mrs. Mills:

In our telephone conversation of a few moments ago you asked for an appointment with the State Highway Commission at its next regular meeting to present a request from your Association, the Springfield Chamber of Commerce, and the Glenwood Businessmen's Association for an extension of U. S. 126 from Eugene to Florence via Eugene-Richardson Secondary Highway No. 220.

I informed you that the next regular meeting of the Highway Commission is scheduled to be held in Portland on Wednesday and Thursday of next week, May 25 and 26, 1955, and that delegations would be heard on the second day, Thursday, May 26th; also that I was reserving for the convenience of your group on that day fifteen minutes of time, starting at 3:00 p. m. The Highway Commission holds its regular meetings in the Green Room on the first floor of the Imperial Hotel which is located at the corner of Broadway and Stark Streets.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mc

cc: Commissioners
R. H. Baldock

3:00 PM
May 26, 55

D

RECEIVED
MAY 12 1955
FOR FILING
S. 254 (7)
4581

Salem, Oregon
May 11, 1955

Memorandum to Files

Mr. Peterson, County Commissioner of Linn County, called and requested estimates on the cost of the tunnel on Route F between Elmira and Mapleton. After examining the report from Mr. Edwards and the estimates from Mr. Stanley, the following figures were given to Mr. Peterson:

Cost of 1.3-Mile Section, Including Tunnel

(A) Tunnel With Timber Lining:

Grading and driving tunnel	$ 780,000
Paving	30,000
Lighting	20,000
Timber Lining	360,000
Total	$1,190,000

(B) Tunnel With Concrete Lining:

Grading and driving tunnel	$ 780,000
Paving	30,000
Lighting	20,000
Concrete Lining	580,000
Total	$1,410,000

The above estimates include contingencies and engineering.

GSPigs G. S. Pomeroy

cc W. C. Williams
P. M. Stephenson
Forrest Cooper

RECEIVED
MAY 12 1955
FOR FILING
S-234 (7)
4581

Salem, Oregon
May 11, 1955

Memorandum to Files

Mr. Peterson, County Commissioner of Lane County, called and requested estimates on the cost of the tunnel on Route F between Elmira and Mapleton. After examining the report from Mr. Edwards and the estimates from Mr. Stanley, the following figures were given to Mr. Peterson:

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Concrete Lining	580,000
Total	$1,410,000

The above estimates include contingencies and engineering.

GSPiga

G. S. Pigga

cc W. C. Williams
P. M. Stephenson
Fervent Cooper

Salem, Oregon
May 10, 1955

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Mr. H. G. Smith
Construction Engineer

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Reference is made to the Knowles Creek-Turner Creek Tunnel section of FAS 238 in Lane County. At the present time there is $454,000 (including federal, state, and county funds) of FAS funds available for this project and consultation with the county will be required to work out complete financing details.

It is suggested that the plans be reviewed and completed (including tunnel lining if required) and a firm estimate of cost be arrived at. When such an estimate is available please advise this office and we will confer with the county at that time.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: V. G. O'Neil
P. M. Stephenson

NOTED
J. W. CATTRALL

September 22, 1954

NOTED
Harold C. Ayers

Lane County Board of Commissioners
Court House
Eugene, Oregon

NOTED
V. R. JONES

Gentlemen:

We have been advised this date of B.P.R. approval of the extension of FAS 238 (Route F) to Mapleton effective September 7, 1954. Please revise your maps showing the FAS System accordingly.

ST #86

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
J. F. HAGEMANN

NOTED
V. R. JONES

August 12, 1954

Board of County Commissioners
Lane County
Court House
Eugene, Oregon

NOTED
Harold C. Ayers

Gentlemen:

On August 9th the Highway Commission approved the extension of FAS 238 from Walton to Mapleton. This matter will now be submitted to the Bureau of Public Roads for approval which it generally takes about one month to obtain.

Very truly yours,

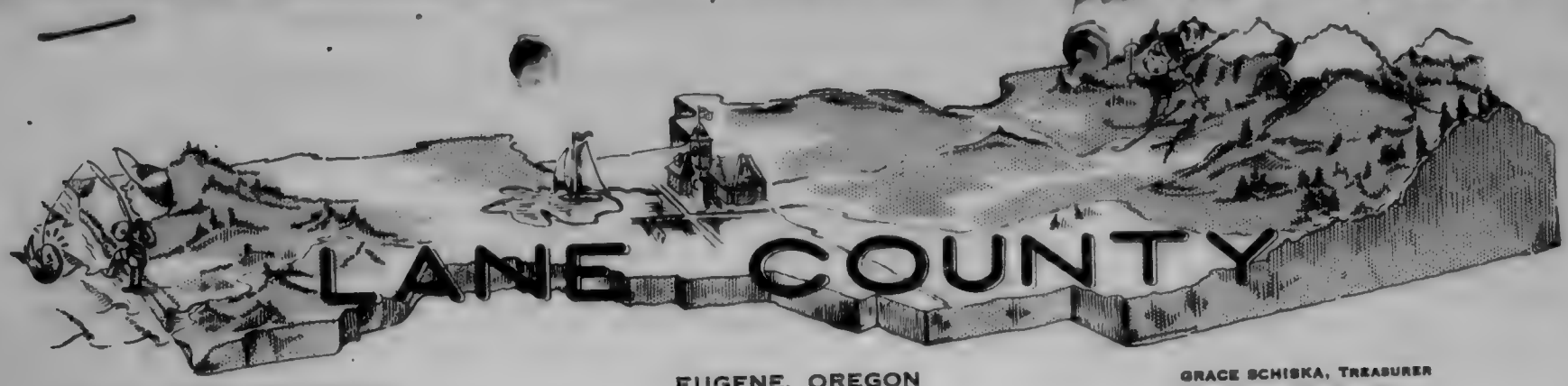
R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

NOTED
J. F. HAGEMANN



BOARD OF COUNTY COMMISSIONERS
KENNETH NIELSEN, COMMISSIONER
ROBERT D. MACLAY, COMMISSIONER
RALPH PETERSEN, COMMISSIONER

HARRY L. CHASE, CLERK
EDWARD W. ELDER, SHERIFF
C. E. LUCKEY, DISTRICT ATTORNEY
GEO. A. STOCK, ASSESSOR
GLADYS McBAIN, CHIEF TAX DEPUTY

EUGENE, OREGON

July 13, 1954

GRACE SCHISKA, TREASURER
P. M. MORSE, SURVEYOR
OSCAR NORBERG, ENGINEER
LUCILLE L. KLINGE, SCHOOL SUPT.
FRED S. BUELL, CORONER
W. A. BORTZ, VETERAN SERVICE
HELEN SORANSON, COUNTY LAND AGENT
O. S. FLETCHER, AGRICULTURAL AGENT
A. TRIOLO, COUNTY HEALTH OFFICER
MARK HATHAWAY, CONSTABLE

RECEIVED
JUL 1954

NOTED
V. R. JONES

John F. Hagemann
Asst. Engr., County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Hagemann:

In reply to your request for information justifying our request for an extension of F. A. S. 238. We feel that our request is justified on the basis of information received from the Bureau of Land Management office here. The Bureau of Land Management estimates conservatively 2,500,000,000 feet, board measure, of timber in the area, would be placed in a market that would bring from $5.00 to $10.00 per thousand (on the stump) more than it will under present road conditions. That would mean an increased revenue on the present supply of timber of from $12,500,000 to $25,000,000.

There are many other benefits that would result from the completion of this section of road, if a complete study is made. However, it would seem that a direct revenue increase as shown would adequately justify the completion of this project.

Your maps will show that the mills in the Siuslaw Valley cannot compete with the mills in the Willamette Valley for this timber due to the effect that the present mountain barrier has on their transportation cost. If this barrier were removed, it would place the Siuslaw Valley mills in a position to compete for this timber which, of course, will effect the market value of the timber.

We trust that the information contained herein is adequate for your purpose. However, if it is not, we will be glad to provide you with a detailed study of the economic value of this project.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

By Robert D. Maclay
County Commissioner

Kenneth Nielsen
County Commissioner

Ralph Petersen
County Commissioner

Proposed Addition to County FAS System
Extension of FAS 238
N 9 Miles

Proposed Addition to State FAS System
Extension of FAS 238
9.9 Miles

Existing FAS 238

GENERAL HIGHWAY MAP
LANE COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE
0 1 2 3 4 Miles

1936
REVISED 1939

APPROVED 7/14 1954
Lane
COUNTY COURT
BY
Robert C. Macleay
Kenneth Nielsen
Ralph Petersen
COUNTY COURT

SWISSHOME
SIUSLAW
BEECHER
RICHARDSON
SIUSLAW
AUSTA
GLOBE
SWISSHOME
PENN
SOUTHERN PACIFIC
R 8 W
R 7 W
DOUGLAS COUNTY
T. 20 S.
RIVER
SIUSLAW RIVER
Knowles Creek
PACIFIC
SCALE 0 2½ 5 Miles

SHEET 4 OF 8 Polyconic Projection

Proposed Addition to County FAS System
Extension of FAS 238
N 2 Miles

FA 25
SEC. 522

SEC 2
SEE ENLARGEMENT

MAPLETON

SWISSHOME

SIUSLAW

TIERNAN

WENDSON

GUSHMAN

FLORENCE

GLENADA

SIBOCO

CANARY

SILTCOOS

ADA

WESTLAKE

SILTCOOS LAKE

CLEAWOX LAKE

MERCER LAKE

COLLARD LAKE

CLEAR LAKE

MUNSEL LAKE

FOSSBACK MARSH

Sunset Mtn.

Mt. Papocatepetl

RICHARDSON

DOUGLAS COUNTY

ARRANGEMENT OF SHEETS
FOR
LANE COUNTY

ENLARGEMENT
SECTION 2, T. 18 S., R. 10 W.
SCALE
0 2½ 5 Miles

GENERAL HIGHWAY MAP
LANE COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE
1 0 1 2 3 4 Miles

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REVISED 1939

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BENTON CO.
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Captain Cook Pt.
PACIFIC OCEAN
Cummins Creek
Bob Creek
Tenmile Creek
Mill Creek
Squaw Creek
Nightcap Rock
ROOSEVELT BEACH
Big Creek
China Creek
Cape Creek
Horse Creek
Berry Creek
Cape Mtn
Hecata Head
Siuslaw River
Middle Fork
East Fork
Klickitat Ridge
Wilder Creek
Cummins Peak
GRASS MTN
2306
Fairview Mtn
Saddle Mtn
GAME
RESERVATION
Three Buttes
Porter Creek
Wilhelm Creek
Herman Peak
Drew Creek
Uncle Creek
Collard Creek
Lily Lake
Lake Mary
Swimm Creek
Rainbow Creek
Sutton Lake
Heceta Beach
Fossback Marsh
SIUSLAW
NATIONAL
FOREST
MINERVA
McLeod Creek
Walker Creek
Condon Creek
Dorris Creek
Yachats River
Gwynn Creek
Buck Creek
Rogers Creek
Fork Pyle Creek
Snoor Creek
Gibson Creek
Long Creek
Indian Creek
Harman Creek
Taylor Creek
Miller Creek
Fisher Creek
Fall Creek
Deadmond Creek
Parrish Creek
Preacher Creek
Cedar Creek
Bear Creek
South Fork
Rock Creek
Beach Creek
San Antone
Post Cr.
Lake Creek
Meadow Creek
Fire Fork
West Fork
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50' 40' 123°30'

R 8 W R 7 W

LINCOLN CO. BENTON CO. COUNTY

BENTON 3437 Prairie Peak

Taylor Butte

PARIS

REED

ALPHA

FOREST

GREENLEAF

BLACHLY

HORTON

TRIANGLE LAKE

SWISSHOME

RAINBOW

SIUSLAW RIVER

Elk Mtn

Walker Point

FA25

Existing FAS 238

T 16 S

T 17 S

N

TRAFFIC VOLUME

FIGURES PARALLELING ROAD BAND ARE THE 1941 ANNUAL DAILY TRAFFIC VOLUMES AND APPLY TO THE SECTION OF ROAD BETWEEN ROAD JUNCTIONS AS SHOWN.

LEGEND

- PRIMITIVE ROAD
- UNIMPROVED ROAD
- GRADED AND DRAINED ROAD
- SOIL SURFACED ROAD
- METAL SURFACED ROAD
- BITUMINOUS SURFACED ROAD

July 2, 1954

NOTED
V. R. JONES

Lane County Board of Commissioners
Court House
Eugene, Oregon

NOTED
Harold

Gentlemen:

Enclosed are two copies of a map upon which the proposed addition to the county FAS System is shown as an extension of FAS 238. Please indicate approval by signing and returning one copy to this office.

The signed copy should be accompanied by supporting data for use in justifying this addition. If convenient, please submit this data in quintuplicate.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
Encl.

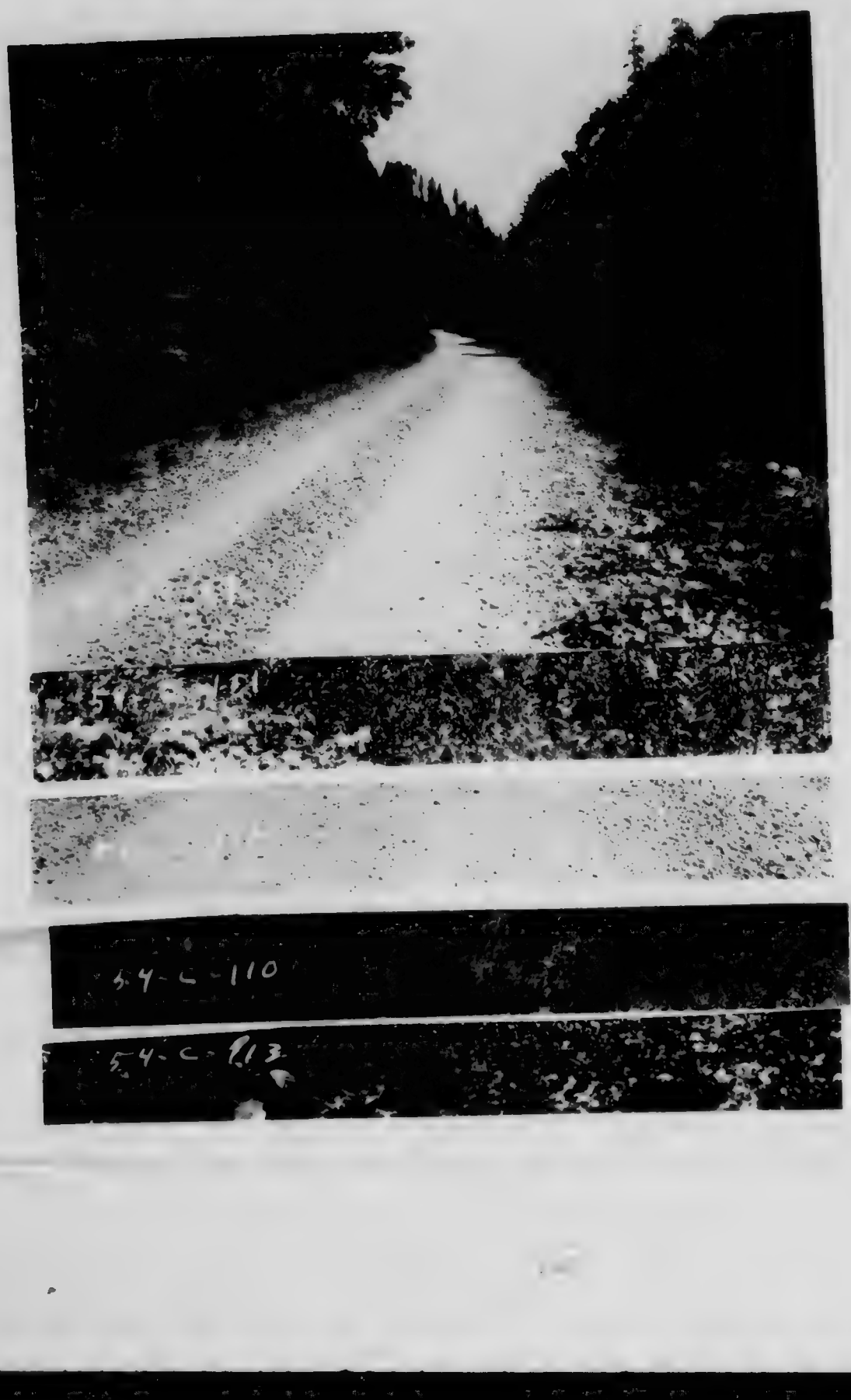
8-7-54

FAS 733 County Lake Contract No. _____

Section 1

Location _____

_____



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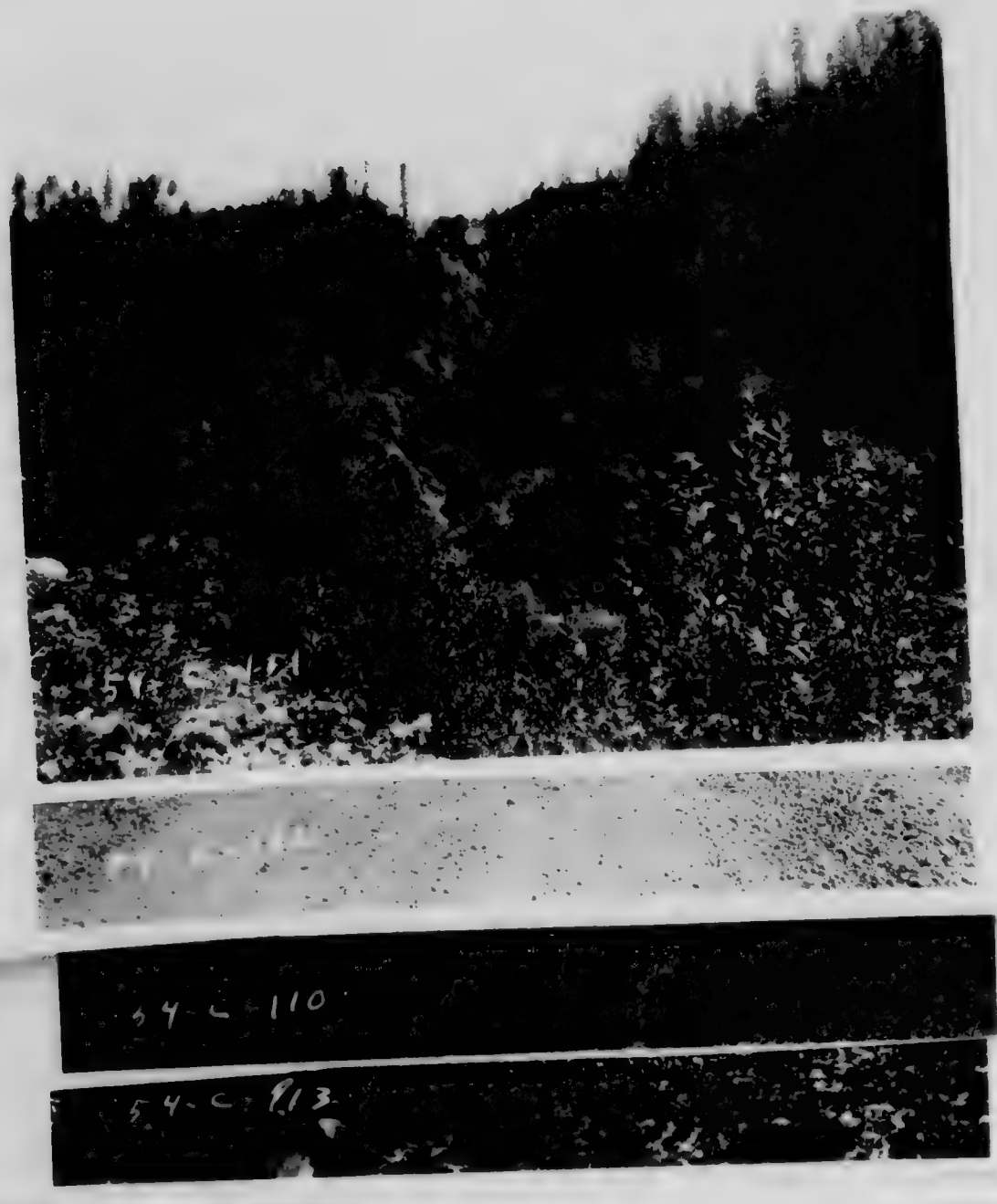
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RECEIVED
MAR 25 1955
FOR FILING
S-234(7)
1587

July 22, 1954

7-32

Mrs. John L. Fredericksen
Mapleton
Oregon

Dear Mrs. Fredericksen:

In your letter of July 20, 1954, which has just been received, you ask the State Highway Commission for improvement of the Route "F" (Richardson-Eugene Secondary Highway) between Richardson and Noti for the convenience of people who reside in Western Lane County.

Your letter will be brought to the attention of the members of the State Highway Commission and the State Highway Engineer.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: Commissioners
R. H. Baldock

Mapleton, Oregon
July 20th, 1954

Oregon State Highway Dept.
Salem, Oregon

Dear Sirs:

Being in Junction City last Sunday and not recalling having seen a traffic counter between here and there I would like to tell you what we encountered in the way of traffic on Highway 36.

We left Junction at 4:30 p.m. and by the time we got to Cheshire we realized we were meeting quite a few cars so started counting the ones we met coming toward us. The score was 465 by the time we got to Triangle Lake. They held speed boat races that day and there was hardly any parking places left around the lake at that hour and the main races were over. We thought that for sure we would not meet many more from there on, but our score when we reached the Mapleton bridge - where we left the highway, was 753 cars. We have counted the cars before when we were sure the traffic would be especially heavy like on a holiday and 300 was the most we ever counted before.

It made for a hard drive home, considering the narrowness of the road so much of the way. How-ever from the safety angle we only met 4 cars that was over the yellow line on curves. But sometimes even that is too many such drivers. At least one of the 4 had a boat trailing.

The Fish Comm. can tell you that they have stocked the streams and lakes on the coast and then the Blue-backs took a notion to run and that came over Eugenes new TV station so many of the people we met came out to fish. Some, no doubt, came to cool off at the beach.

I am sure that a lot of that traffic would have gone home by Route F had it been oiled and fixed up.

Lane County court has placed 9 miles of that route under the Federal Aid program. I know that the 4 miles from Mapleton to the old Camp Jackson site is on a nearly water level grade and 16 to 20 ft. wide now. The times I have gone over Route F. it has been the State secondary highway from Richardson to Noti to which we objected most as it is either rough and dusty or just plain muddy and rough. One hesitates to put a good car over such roads any time.

I join with the rest of Western Lane county in hoping that the State can do something for us on Route F. in the very near future.

Sincerely

Mrs. John E. Frederiksen

RECEIVED
JUL 22 1954
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

7-19-54

LANE COUNTY
PROPOSED PROJECT

FAS 238 - Knowles Creek Tunnel Section, Approximately 1 Mile, $422,000. This section is located approximately 3-1/2 miles east of Mapleton on the Mapleton-Richardson County Road sometimes referred to as a portion of "Route F."

The proposed project is to construct a section of road along Knowles Creek which would include a tunnel through a high ridge which presents the major obstacle to a usable route between Mapleton and Eugene. The entire section would be approximately 1 mile in length and would tie into the existing county road on each side of the ridge. Considerable preliminary engineering has been done in past years on this tunnel location as part of a survey known as Route F. Mr. Norberg, Lane County Engineer, is in possession of most of these data and it is suggested he be consulted.

The county is willing to put county funds in addition to the $422,000 of FAS funds into this project if required for its completion.

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 4547 Ends with: Contract# 4587

FLASH CARDS: Begins every Contract

Remarks:

Reel No. #78 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 9th day of January, 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Linda Hardwick